

VIENNA SOCIALISTS DEMAND MINISTRY MAKE PEACE MOVE

Urge Proclamation Of
Desire For No Annexa-
tions Or Indemnities

FRENCH DEFIAICE

Buoyed By Wilson's Note,
Ribot Declares: 'We
Will Not Yield'

VIVIANI SUPPORTS

No Peace Till Sanguinary
Autocracy Has Ceas-
ed To Exist'

(Reuter's Agency War Service)
Amsterdam, June 14.—During a
debate in the Austrian Reichsrath, the
Socialists demanded that the Govern-
ment should proclaim its desire for
peace on a basis of no annexations and
no indemnities.

Paris, June 14.—General Pershing
was present in the Chamber, today and
listened to speeches by M. Ribot and
M. Viviani.

The Premier defended the action of
the Powers in restoring the Greek
constitution and praised M. Venizelos,
but said that M. Jonnart's action in
Greece proved that the best way of
curbing the insolence of the Germans
and baulking German tricks was to
act decisively.

M. Ribot paid a tribute to the inter-
vention of the United States, as being
one of the greatest events in history.
He quoted President Wilson's message
to Russia, reiterating the aims of the war
as justification for France's claim to
Alsace-Lorraine and concluded: "We
will not yield and we shall conquer!"

M. Viviani described his visit to
America and said that America had
entered the war, determined that there
shall be no peace without victory. He
added: "There will be no peace till
that sanguinary autocracy which has
already received deadly blows has
ceased to exist!"

Petrograd, June 14.—The Committee
of Soldiers' and Workmen's Delegates,
in reply to the protest made by Mr.
Arthur Henderson, Mr. J. H. Thomas
and M. Vandervelde, mentioned on the
6th, declare that the forthcoming
International Socialist Conference will
easily reach an understanding regarding
Alsace-Lorraine and other regions,
as its members have already re-
cognised the rights of other nations
to dispose of their own destiny.

Fire Destroys Miles Of German Forest

Incendiarism Suspected In Cas-
sel Outbreak; 20 Similar
Blazes In 2 Months

(Reuter's Agency War Service)
Amsterdam, June 14.—Fire has de-
stroyed miles of forest near Cassel.
This makes the twentieth forest fire in
Germany in two months. Incendiaries
is suspected.

Special Roll Of Honor For Mercantile Marine

(Reuter's Agency War Service)
London, June 14.—In the House of
Commons, today, Mr. George Roberts,
speaking on behalf of the Board of
Trade, announced the institution and
periodic publication of a special roll
of honor for mariners employed in the
mercantile marine who are killed or
taken prisoners in the service of the
Empire. He added that the question
of compensation would be sympatheti-
cally reviewed.

Lord Rhondda Takes Food Controllership

(Reuter's Agency War Service)
London, June 15.—In the House of
Commons, today, Mr. A. Bonar Law
announced that Lord Rhondda has
been appointed Food Controller, Lord
Rothermere having refused the
office.

Haig Gains Up To 1,000 Yards Over 7 Mile Front; Storms Monchy Positions

Intense Battering, Then Sudden Onslaught, Again Proves
Germans' Undoing; British Secure All Obj-cives

(Reuter's Agency War Service)
London, June 15.—Field Marshal Sir
Douglas Haig reported yesterday evening:—We carried out a successful
operation this morning, eastward of
Monchy-le-Premier, where we stormed
hostile positions of considerable local
importance, on a frontage of three-
quarters of a mile, on the high ground
of Infantry Hill, which has been
stubbornly contested on numerous
occasions. We gained all our ob-
jectives and took 175 prisoners.

Yesterday, we brought down one
German aeroplane and drove down
three others. None of ours are
missing."

Sir Douglas Haig reported today:—
We attacked, yesterday evening,
eastward and southward of Messines
and astride the Ypres to Comines
Canal. We quickly overcame the
resistance of the enemy and gained
the whole of our objective in both
localities. We took 150 prisoners, one
howitzer and seven machine
guns.

As a result of these operations
and the constant pressure we have
maintained since June 7, we occupy
the German front trenches from the
River Lys to the River Warnave and
have advanced our line from 500

LIBERTY BELL IS RUNG TO DRAW SUBSCRIPTIONS

Big Final Effort To Fill U. S.
War Loan; Money Pours In
During Last Hours

(Reuter's Agency War Service)
Washington, June 14.—The last
24 hours for subscribing to the
Liberty Loan were ushered in at noon
by the ringing of bells and the blow-
ing of whistles throughout the coun-
try. The Liberty Bell was rung in
Philadelphia for the first time for
years. Delayed subscriptions are
pouring in.

Wilson Subscribes \$10,000

Washington, May 31.—President
Wilson has donated ten thousand
dollars to the Liberty Loan.

FORT SALIFF CAPTURED BY BRITISH WARSHIPS

Have Three Hours' Battle For
Red Sea Post; Gain Con-
siderable Booty

(Reuter's Agency War Service)
London, June 14.—The Admiralty
announces:—On Tuesday, British
warships captured Fort Saliff, on the
eastern shore of the Red Sea, 180
miles northward of Perim after a
resistance which lasted three hours.
They took 24 prisoners and captured
three machine-guns, two mountain-
guns, military stores, camels and the
harbor plant.

ARMED MERCHANTMAN AVENGER IS TORPEDOED

British Vessel Sinks After At-
tack in North Sea; Only
One Man Lost

(Reuter's Agency War Service)
London, June 15.—The Admiralty
reports:—The armed merchant-cruiser
Avenger was torpedoed in the North
Sea, on the night of the 13th-14th and
subsequently sank. One of the crew
was killed by the explosion. The
others were saved.

The Weather

Local thunderstorms. The maxi-
mum temperature recorded yesterday
was 79.4 and the minimum 71.3, the
figures for the corresponding day last
year being respectively 82.0 and 77.3.

Haig Gains Up To 1,000 Yards Over 7 Mile Front; Storms Monchy Positions

Intense Battering, Then Sudden Onslaught, Again Proves
Germans' Undoing; British Secure All Obj-cives

to 1,000 yards along the whole front
from the River Warnave to Kleine
Zillebeke, a distance of seven miles.
We carried out a successful raid,
last night, northward of Lens.

Reuter's correspondent at British
headquarters shows that the capture
of Infantry Hill was the result of
the same preparation and fore-
thought and sudden and irresistible
onslaught by infantry, following on a
battering of the position by guns,
which has characterised the other
recent successes of the British.

Our infantry swarmed up the
knoll before dawn and, despite hot
rifle and machine-gun fire, the
whole plan was executed by 7.30
a.m. The casualties inflicted on the
Germans were considerable, but more
important is the fact that we have
strengthened a weak link in our line.

Further north, the enemy show
signs of falling back from the
positions which our victory at Messines
have rendered unhealthy. Significant of the changed point of
view of the enemy is that the prisoners
we take no longer speak of a
drawn war, but merely say that the
German army will hold on till their
submarines bring us to our knees.

Will Start Distribution Im-
mediately; King Leaves On
British Warship

(Reuter's Agency War Service)
Athens, June 13.—The King's de-
parture has been followed by no dis-
orders. The Royal Family left the
Palace, eluding a crowd of 10,000 people
and proceeded on board a British
warship.

M. Jonnart, the Allied High Com-
missioner, has informed the Greek
Government that the commodities held
up at Salamis will be delivered im-
mediately and ships bound for the
Piraeus with wheat, coal and maize
have been ordered to proceed to their
destination.

Paris, June 14.—An official despatch from
the headquarters in Macedonia reports:—In Thessaly, our cavalry
occupied Trikala and a battalion of
light infantry moved to Volo."

Eight French Boats Destroyed In Week

One Was Small Steamer And
Three Fishing Craft; Six
Beat Off Attacks

(Reuter's Agency War Service)
Paris, June 15.—During the week
ending June 10, 1,034 merchantmen
entered and 1,015 departed from
French ports. Four steamers over
1,000 tons and one under and three
fishing-boats were sunk, while six
steamers were unsuccessfully at-
tacked during the same period.

Wilson May Accept Philippines Troops

President Wilson is seriously con-
sidering the offer made by Manuel L.
Quezon, of a contingent of 25,000
Filipino troops of the National Guard
for service in the war against Ger-
many and has informed that official
and the resident commissioners now
at the national capital that "it may
have a wholesome effect, even in
Europe, to have Filipinos there fighting
for the cause of democracy accord-
ing to despatches."

First Civilian Chief Of Dutch War Office

(Reuter's Agency War Service)
The Hague, June 14.—Jonkheer
Jonge has been appointed Minister of
War. This is the first time a civilian
has held the post.

First American Base Hospital Unit To Go To France



ABOVE - DR F T MURPHY
BELOW - DR C M DAVID

MISS JULIA STIMSON
DR WALTER FISHER

DR VEEDER
DR EUGENE O'FARRELL

Dr. Fred T. Murphy, head of the
St. Louis Base Hospital Unit No. 21,
which will be the first American base
hospital unit to go to France, to-
gether with some of his chief assis-
tants, and Dean Carroll M. Davis of
Christ Church Cathedral, St. Louis,
who will be chaplain of the unit.
Dean Davis is well known in Shang-

hai and up the Yangtze. He paid
China a visit of some months' duration
several years ago, inspecting the
Episcopal Missions. Miss Julia C.
Stimson will head the nurses, of
whom there will be fifty, with a
reserve of fifteen. The unit will be
composed of more than 150 persons,
twenty-three of whom will be physi-
cians and two of them dentists. The
base hospital will be fully equipped
in every respect. Many of the
nurses are young women prominent
in St. Louis social circles. They are
fully trained and experienced nurses,
however. All the physicians, dentists
and chaplain have been enrolled in
the Officers' Reserve Corps.

U.S. Defence Council Wil. Buil 100,000 Planes Immediately

(Reuter's Agency War Service)
New York, June 14.—The Wash-
ington correspondent of the evening
Post states that the Council of
National Defence has decided on the
immediate construction of 100,000
aeroplanes.

TWO SHIPS TORPEDOED MANY MILES OFF LAND

Crews Drift For Days Without
Food; Two Survivors From
Boatload Of Twenty

(Reuter's Agency War Service)

London, June 14.—The two latest
authenticated cases again illustrate
the utter brutality of German sub-
marine methods. The Union Steam-
ship Company's steamer Kariba
(8,697 tons) was sunk, without
warning, 230 miles from land, on
April 13. Ten of the crew were
eventually picked up and taken to
hospital, in a precarious condition,
after twelve days in an open boat,
during a week of which they were
without food.

Two of the survivors have, since
died. Another boat, containing 21
of the crew, has not yet been ac-
counted for and it is feared that it
must be regarded as lost.

The Sutherland Steamship Com-
pany's steamer Caithness (3,502
tons) was torpedoed, without warn-
ing, when 240 miles from land, on
April 19. The ship sank in a few
minutes and all on board were flung
into the water.

The master and 29 of the crew

were drowned, but the remainder

clambered into a boat and drifted

without food for 16 days, when only

two out of the 20 survived. These

were eventually picked up, in a ter-
rible condition. One of the sur-
vivors has lost his foot, besides other

serious injuries.

Special Correspondence of The China Press

Taichow, Kiangsu, June 13.—Taichow
had a fine rain though not
enough to assist water travel by filling
the canals. About three inches of
rain fell in one night. This has caused
rejoicing among the farmers and for
the time being has saved the bean
crop.

There is no excitement here over the
trouble in Peking. The general im-
pression seems to be that there will
never be a return to a monarchy.
Sympathy with one faction or the
other is not very noticeable.

Saves Unprecedented Famine

Special Correspondence of The China Press
Suzien, N. Kiangsu, June 11.—
Raining at last: About two o'clock
yesterday a very light rain began falling.
Toward nightfall the rainfall became
heavier, and now it looks as though
the long drought will be broken. All
along the street the faces of the people
are beaming at the prospect of relief
from the threatened unprecedented
famine. The people have about
finished gathering about half a crop of
wheat, which will not by any means
feed the people till the next crop. If
the drought had continued, the corn
and potato crops would have failed
also, which would have meant starvation
for thousands around here.

12 Hours of Rain

Special Correspondence of The China Press

Tsingkiangpu, June 12.—The drought
is broken. Heavy rain yesterday
fell for nearly twelve hours. Prices
of food stuffs have fallen. The fine
rain has had a quieting effect on the
people. There will be plenty of work
to get in the fall crop and there will
be less brigandage. Outwardly all is
quiet in this district.

British Aid Shantung

Special Correspondence of The China Press

Weihien, Shantung, June 11.—On
June 1, one thousand soldiers left
Weihien for the west. From all

reports they were to join the Tsinan-
fu troops and march north. Two

days later six hundred infantrymen

arrived from Pingtu to take the

places of those transferred. Every-

thing has been quiet otherwise in
the city.

The wheat crop in this district
has been a failure. The harvest is
now on and it is estimated that in
the majority of the fields the seed
can be recovered. In many places
the crop is a total failure. There
was a slight rainfall some three
weeks ago. This enabled the
farmers to get their "kaoliang"
planted but as we have had no rain
since there is not much hope of a
good crop. The people are starving
in numerous places and suicides are
much in evidence. One whole family

was crude arsenic wrapped in meat
dumplings and thereby settled the
high cost of living as far as they
were concerned.

If it was not for the thousands of
dollars given out daily by the British
Emigration Bureau at Pangie the
starvation casualty list in this
district would be awful. It is reported
that between four and five thousand
dollars are dispensed daily to the
people in Loa An, Ankin, Chang Loa
and Weihien counties.

The water supply in Weihien City
is in a very critical condition.

to Nanking, to see Vice-President Feng Kuo-chang.

Interviewed by a representative of Reuter's Agency, Mr. Chu stated that he had a long conversation with the Vice-President, in the course of which Marshal Feng Kuo-chang stated that his policy would be to strongly oppose any monarchical movement, support President Li Yuan-hung, strengthen the relations between the North and South and insist on the country remaining united and that he would use all his influence towards having the political problems now agitating the country solved according to law.

President's Explanation Angers Ni Shih-chung

(From the Chinese Press)

Commenting upon the explanatory telegram sent by the President, following his Mandate dissolving Parliament, General Ni Shih-chung, in a circular wire, informed the various independent provinces that the message is intended to stir up trouble with them. The tone, he said, was anything but repentant. He believes that grave consequences will follow on account of the communication.

In response, General Wang Shih-cheng explained to him the conditions under which the President despatched the message. Ni arrived at Tientsin Wednesday night and ordered his troops to remain there, awaiting orders. He is at present negotiating with the General Staff of the rebels in that city.

Dr. Wu Ting-fang and his son are now in Peitaiho, upon the invitation of former Premier Lu Chun-hsin. He took only three servants with him.

Hsu Chan, the Vice-Minister of Law, has resigned and left the Capital Wednesday night. It is expected that he will resume his law practice in Shanghai.

The Ministry of the Interior has been instructed to take possession of all the departments of the Upper and Lower Houses.

The Provincial Assembly of Fukien was dissolved by Tuchun Li Hua-chi Wednesday. Both the military and civilian factions are greatly irritated. A mass meeting will be held today, to pave the way for a big demonstration.

Robber Bands Active

(Special Correspondence of The China Press)

Sutsien, N. Kiangsu, June 11.—This district is quiet so far as the threatening revolution is concerned. General Chang Hsun has ordered the soldiers who haven't already gone to Hsiaochowfu to the camps near the canal. It is reported here that the soldiers from Hailchow have been ordered to Yaowan and those at Yaowan have been shifted to Tiaoklachwang. All the movements seem to be in the direction of getting the troops as near the railroad and the Canal as possible, with the idea of preparing for a quick shift northward in case of open hostilities there.

The robber bands keep up their marauding in the nearby villages. We can hear the shooting in the villages in almost all directions when night comes on.

GIRLS' SCHOOL EXERCISES

(Special Correspondence of The China Press)

Welsien, Shantung, June 7.—The Presbyterian Girls' High School held its graduating exercises on June fourth in the Presbyterian Church on the Mission Compound. Thirteen young women received their diplomas amid the applause of many friends and relatives. The church was jammed to the doors and many of the prominent people of the city were present.

Famous Prima Donna To Aid U.S. Red Cross At Shanghai Concert



liner for tonight with three other pictures to complete the bill.

St. George's Open-Air Cinema

St. George's Gardens, Bubbling Well Road, announces change of program for the open-air cinema tomorrow evening. "The Far Eastern Olympic Games," recently held in Tokyo, will be shown for one night only.

Victoria and Olympic

Tonight and tomorrow the Victoria management will show two sure-fire feature films, the 13th episode of "Fog o' the Ring" and the two part Charlie Chaplin scream, "The Pawnshop."

The great Italian masterpiece "Excelsior," in four acts, will be given at the Olympic at the matinee and evening performances today and also tomorrow night. In addition the bill contains the two part Mutual "The Count," featuring Charlie Chaplin.

The Isis

The Francis Dainty company continues its sensational balancing feats at the Isis tonight and the 9th and 10th episodes of the Master plot serial "The Mysteries of Myra" and three funny comedies will be screened.

The Town

Towa Cinema Theater begins a new bill tomorrow night. Tonight's show includes a three part drama of the present war, "His Mother's Call," and two comedy reels.

JAPAN GETTING FADED GERMAN RADIO REPORTS

Come From Unknown Station, Giving Exaggerated Stories Of Victories

(Reuter's Agency War Service)

Osaka, June 16.—The Asahi reports that the wireless apparatus at Kure naval station receives aograms from an unknown station, nearly every day. It is believed that these messages are of German origin.

Most of them are in code, but some consist of war news, giving exaggerated accounts of German victories.

BRITAIN'S PRISONERS

(Reuter's Agency War Service)

London, June 15.—In the House of Commons, today, Mr. J. I. Macpherson, Parliamentary Secretary to the War Office, stated that, up to the end of May, the British had taken 76,067 prisoners, to which

must be added at least 8,000 for June. Also, since July 1, last year, they have captured 434 guns on the west front and taken 10,900 prisoners in Mesopotamia and 8,739 in Egypt, where they have captured 18 guns.

While, since the beginning of the war, they have captured 132 guns in Mesopotamia, excluding the guns lost at Kut and subsequently re-captured.

Mr. Macpherson added that, since July 1, 1916, the British have regained about six hundred square miles of ground on the west front.

BOHEMIA TO REVOLT?

Chicago, June 7.—Local Bohemians have received cablegrams from the Paris headquarters of the Bohemian Liberals, stating that Bohemia is on the verge of revolution against Austrian domination.

Smooth Way For Irish Settlement By Release Of Rebels

Bonar Law Hopes It Will Aid In Opening Convention With All Friends

(Reuter's Agency War Service)

London, June 15.—In the House of Commons, today, Mr. A. Bonar

Law said that the Government had long and anxiously considered the position of the Irish political prisoners and had arrived at the decision

which it was now his duty to announce.

The Government felt, after carefully considering the approaching session of the Convention at which Irishmen themselves would meet to settle the difficult problem

of the future administration of their

country, that this great experiment

would mark a new era in the relations

between Ireland, the United

Kingdom and the Empire.

It was, therefore, beyond measure

desirable that that Convention should meet in an atmosphere of harmony and good-will in which all Parties could unreservedly join.

Nothing could be more regrettable than that the work of the Convention should be prejudiced at the outset by embittered associations which might even hinder that settlement to which all looked forward with hope.

"In the circumstances, the Government has decided that they cannot give better earnest of the spirit in which they approach the Convention than by removing one of the main causes of serious misunderstanding on this subject with which it is in their power to deal. They have decided, therefore, upon the release of all the prisoners now in confinement in connection with the recent rebellion in Ireland.

"They have not, however, arrived at

this decision without careful con-

sideration of two aspects of the case

which it is impossible to ignore and

they have satisfied themselves that,

in the first place, public security will

not be endangered by such an act of

grace and, secondly, that in none of

the cases concerned participation in

the rebellion was accompanied by in-

dividual acts which would render such

a display of clemency impossible.

"In recommending His Majesty to

grant a general amnesty to the

persons in question, the Government

are inspired by the sanguine hope that

their actions will be welcomed in a

spirit of magnanimity and that the

Convention will enter upon its arduous

undertaking in circumstances that

will constitute a good augury for that

reconciliation which is the desire of all

Parties in every part of the United

Kingdom and the Empire."

Mr. Joseph Devlin expressed the

gratitude of the Nationalists at the

action taken by the Government,

which representatives of the Liberal

and Labor parties heartily approved.

INSURE U. S. SOLDIERS

Washington, June 8.—It has been officially announced by the Secretary of War that, in lieu of providing for pensions for those dependent upon American soldiers killed in the present war, or permanently disabled, the Federal Government will provide for the insurance of every soldier in the sum of \$4,000, this amount to be paid to those dependent upon him in case he is either killed or disabled while in military service.

SILVER MARKET BRISK

(Reuter's Agency War Service)

London, June 14.—Samuel Montagu's weekly silver report states

that the market has at length left

the goldrums, in which it has re-

mained for over a month. The fact

was accompanied by abrupt upward

movements in price. The disquieting

news from China aggravated

the firmness of the market.

HEAVY RAINFALL FIGURES IN THE LAST FIVE DAYS

Over 8 Inches Precipitation In Local District During Recent Wet Weather

During Friday night and Saturday 1.26 inches of rainfall were recorded in the city. This brings the total for five days, beginning June 12, up to 8.3 inches. As a casual observer remarks, "the drought, when it did break, was, as you might say, shattered."

WILLARD IN FORM

New York, May 13.—Jess Willard, the world's heavy weight champion, furnished local enthusiasts and critics with a revelation during his stay in this vicinity last week. Many of the local advocates of

the ring sport had come to believe that the big Kansan had taken on extra poundage to the extent that he was weighing in the neighborhood of 350 pounds, and was to be regarded as hopelessly out of the running so far as his ring future was concerned. This belief was caused partly by reports emanating from the West.

Willard, however, upon arriving in town, soon convinced the local skeptics that he was in superb physical condition and carried only about twenty-five pounds extra weight, which, he explained good-naturedly, could be taken off in a month or six weeks of real hard training. Willard also declared that he was ready and eager to contract for a championship bout if his financial and other demands would be met by any promoter in the country, and providing that the promoter could obtain an opponent who possessed enough ability to give him a real test. The heavyweight champion opined, however, that there was a noticeable scarcity of formidable heavyweights in the ring just now.

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FARBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 200 h.p., no hot bulb, no water dip.

WINNERS AT HEN-LI SPRING REGATTA:

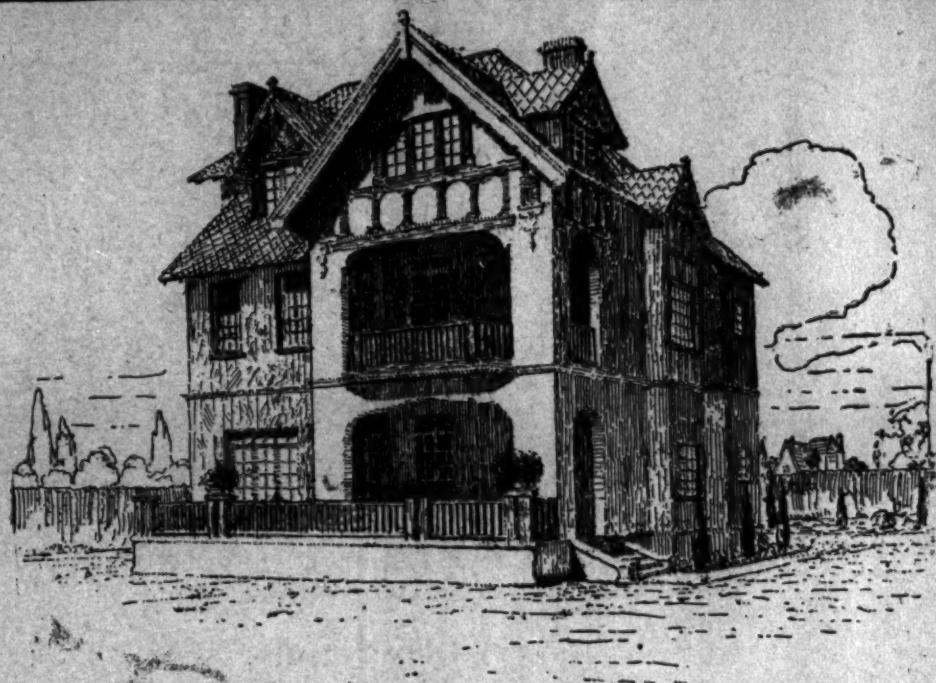
The winners of first and second places are equipped with Buffalo and Van Blerck Engines.

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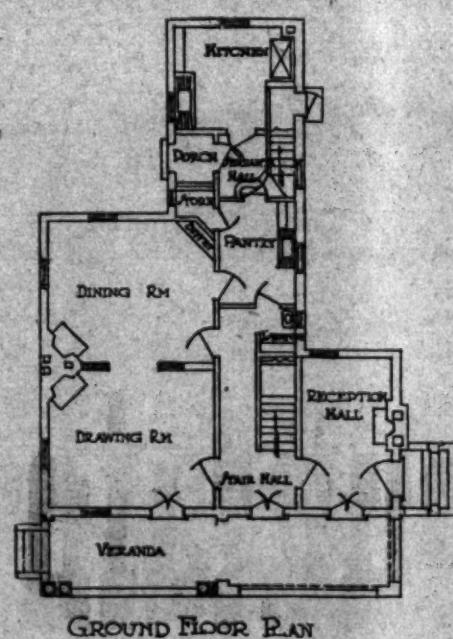
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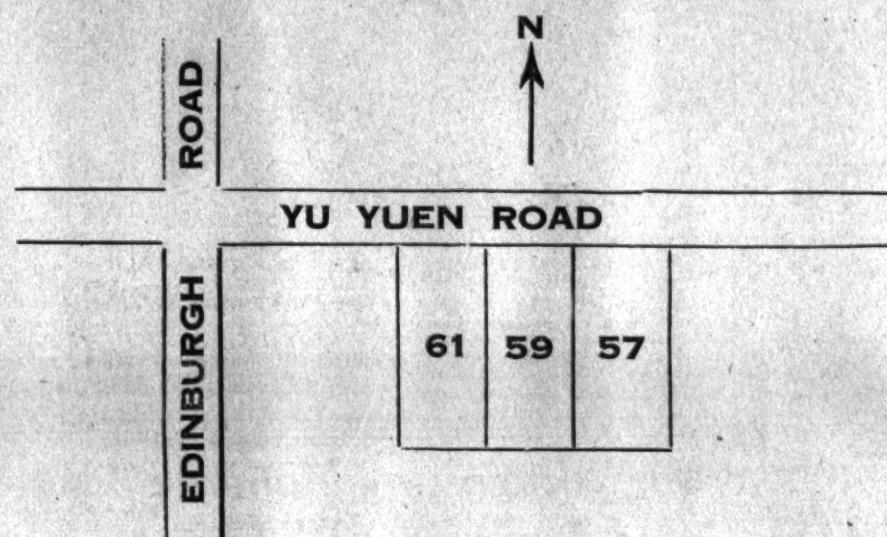


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NANKING

ROAD

**SIX MILLION TONS OF
SHIPS PLANNED IN U.S.
TO FOIL THE U-BOATS**

Shipping Board Proposes To Take Over Product Of All Steel Mills And To Cancel All Private Contracts

PUT SHIPYARDS UNDER GOVERNMENT SUPERVISION

Vessels To Be Built In Two Years—Co-Operation Of Labor Is Assured—Bond Issue Expected To Meet Huge Bill

Washington, May 8.—An appropriation of \$1,000,000,000 will be asked from Congress by the Shipping Board for the construction of a steel and wood merchant fleet, aggregating between 5,000,000 and 6,000,000 tons, to break the German submarine blockade. It is planned to build these vessels in the next two years.

To carry out this program it is planned to divert for the use of the Government products of every steel mill in the country and to cancel contracts already existing between the steel mills and private consumers.

Where it is necessary the Government will pay damages to those parties whose contracts are cancelled. Contracts which have been made for work connected with the national defense and for railroad construction will be exempted.

Bond Issue Expected

It may be unnecessary for the Government actually to take over the shipbuilding yards, and they probably will be operated by their present owners under strict governmental supervision.

It is expected that the \$1,000,000,000 required will be raised by a bond issue, although Congress may choose to raise the money some other way.

The Shipping Board already has drawn up the bill calling for the appropriation. The bill will be introduced within the next few days, and the Administration hopes to have the legislation passed immediately in order to start work on the construction program within two or three weeks.

It is planned to have the first of the wooden ships ready by Oct. 1.

The program contemplates the use, to the maximum, of every resource within the United States. Should the number of vessels thus turned out be inadequate to meet the German submarine menace, shipbuilding facilities will be increased.

Labor Is In Line

Co-operation of the labor organizations has already been pledged, it is understood, and there will be no legislation unless the present program is changed looking to the drafting of the labor necessary to carry out the plan.

All other industries kindred to the steel trade, or in which the use of steel figures largely, will be affected by the proposed legislation. To adjust equitably their losses, the Administration also contemplates the creation of a tribunal to determine the extent of private losses.

This plan of the Shipping Board was interpreted in some quarters as proof that its members still believe the only practical way to handle the submarine problem is to meet it with plenty of armed ships.

Improvements in life-saving equipment are planned by the Government to give crews a better chance for their lives should their ships be torpedoed.

Beauty To Wed Battenberg Prince



LADY IRENE DENNISON.

Lady Irene Dennison, only daughter of the vastly wealthy Earl of Londesborough, whose engagement to Prince Alexander of Battenberg is just announced in England. Prince Alexander is a brother of the Queen of Spain. Although the Battenbergs were originally a German house, they have resided in England so long that they are now generally regarded as being English.

**Not Recognising Mandate
Old Parliament Will Meet
In Nanking Or Shanghai**

BY NATHANIEL PFEFFER

(Staff Correspondence)

Peking, June 14.—It is the South's next move and lines are being drawn here for that move. There has already begun a quiet exodus of Southern men and, more important still, of Parliament members.

Well authenticated reports are to the effect that the Parliament dissolved by Li Yuan-hung's mandate never will recognise that mandate as constitutional and will convene as soon as possible in Nanking or Shanghai as the only lawful body.

Two hundred of the five hundred or more members of Parliament have already got out to Tientsin, from where they can easily make their way down to Shanghai on the foreign steamers. For those still left in Peking it is going to be a risky procedure. The speakers and vice-speakers of both houses are said to have been notified that they would not be allowed to leave of Feng Kuo-chang. In fact, some

of them talk of him as their President if they establish a provisional government—as they will if they have any military success in the South.

Whether Feng will accept, whether he will allow rebellious activities in his own city of Nanking and whether he will give the use of his troops are other questions. It must be remembered that the model army of 10,000, which belongs to Feng, is bottled up here in Peking. That might give Feng pause; probably it will.

On the other side is the feeling

toward Chang Hsun. There has been an intricate entanglement of double-crossing and re-double-crossing with respect to Chang Hsun that makes the ordinary Chinese political maneuvering seem lucid. That there is a wide split among the Tuchuns has been obvious to everybody for days. There are many reasons for this split—the restoration of the monarchy, the matter of ousting the President, his successor, the new Premier—but chiefly it is Chang Hsun. For Chang Hsun's dramatic

entry as mediator, the sending of the ultimatum in his name and the success of that ultimatum have increased Chang's prestige tremendously—far too much so for the other Tuchuns. They fear now that they have been mere figures in the background and that the only one who gets glory or strength out of it is Chang. There are reports here that some of the Tuchuns regret their truculent and determined attitude and that while openly they were using their influence to induce the President to do with Chang's delay in coming to Peking. In any event it is certain they don't care to see him in the President's palace, at the President's ear and elbow—and right in the Forbidden City. A sudden coup might make Chang Hsun the most powerful man in China. He is not far from that now.

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OF DISTINCTION**

FOR MEN

Embodying all the style and wearing qualities to be found in shoes. You may know that every style is the latest style; that every feature is a new feature; that quality is the best and that smartness is unapproachable.

Come in and let us show you our white shoes, in kid, buckskin and canvas.

PHOENIX SILK SOCKS.

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WALK-OVER SHOE STORE

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AT SULLIVAN'S**

TRY
one of our famous
EGG MALTED MILKS

Just the same as Home Style



WE HAVE BEEN ROUND WITH THE BLUE PENCIL THIS WEEK

WHITEAWAY'S
SALE



For the Kitchen
10 Pint Enamel Sauce Pan as
Sketch.
THIS WEEK
Price \$1.25 each

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Just come in and look round and see the sweeping reductions we have made for Monday. In every department we have cut at the prices and you will find some rare bargains.

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SALE



Worth Buying Today
Strong Birchwood Go-cart, Carpet seat and arms, Rubber tyres.
THIS WEEK \$10.00

AN UNIQUE OFFER

SHEFFIELD MADE DESSERT KNIVES as sketch, good looking and made of best Sheffield steel, Xylonite handles.

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THIS WEEK \$6.00 Per Dozen.
Makers Ford and Medley.

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A smart Stylo Pen for 75 cts.

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Every Lady needs a good Umbrella during the rainy season. We offer you a useful knockabout one
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For Picnic Days
Hot or Cold Flask. Ideal for Train or Motor use, get one now at this price. Pint size
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AMERICAN BEDSTEADS
The Biggest Value in the city. Square Mesh and Springs as Illustration. THIS WEEK \$11.50 each



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Come up in the Crockery and see these CLARET GLASSES at \$2.50 per dozen



FOR A RAINY DAY
Good Strong Gents' Umbrellas
Variety of handles to choose from reliable cloth cover.
THIS WEEK \$2.00 each

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Huge Choice of Novels 5 for \$1.00.

This Week. Ladies' Vests 2 for \$1.00.

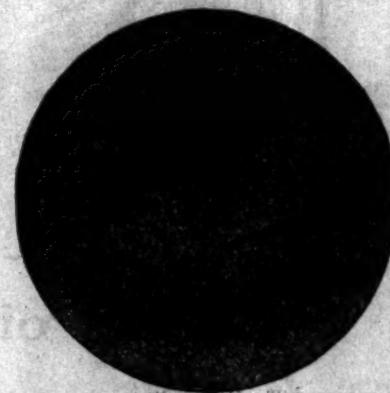
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Men---Read This!
Good Summer
Half Hose
in Black, White or Tan.
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3 Pair \$1.00
Fine Lisle Half Hose
Tan Color
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2 Pair \$1.00



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The kind the kiddies like.
You can make it in a
Peerless Iceland Freezer
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\$5.00 6.50 7.50 8.50 Each

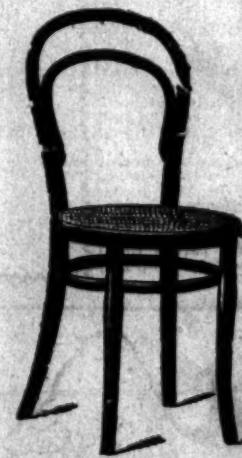


Tennis Players

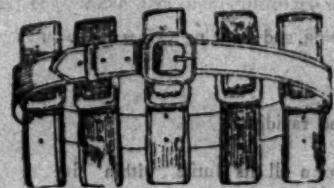
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1917 BALLS 1917
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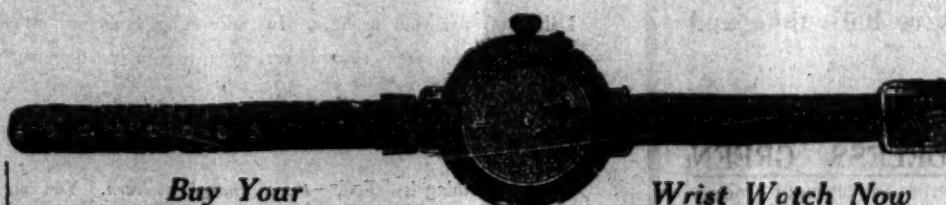
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We offer about 300 dozen at HALF PRICE



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Bentwood Chairs, as sketch, well made, seasoned wood, strong cane seat. They are a real bargain.
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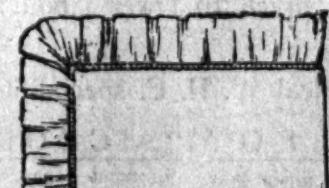


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Leather Belts
Black or Tan. Strong make
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Smart little gunmetal wrist watch as illustrated here fine timekeeper
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Housekeepers---Your Turn
Strong Frilled Pillow Cases
Reliable white cotton that will wash and wash well
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Be sure and stroll round the store this week. All records in Bargain Prices have been broken, every department has many startling values.

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Buying now is
real economy

'SCHEIDEMANN PEACE' IS UNDER HOT FIRE

Danish Editor's Version of German Socialists' Position
Stirs Fatherland

Berlin, May 12, (via London).—The statements regarding peace terms favored by the German Socialist Party, which the Danish Socialist Borgbierg is said to have made to the Workmen's and Soldiers' Council in Petrograd, has caused much dissatisfaction in Germany among all classes. Even the German Socialists protest against such representations of their peace views.

It must be remembered that among Socialists, especially those now at the front, there are many who do not see eye to eye with Scheidemann, (the leader of the Reichstag Socialist majority), on the subject of peace conditions, and they often give expression to their ideas in letters to the *Freiheit*, which is the Socialist organ most widely circulated in the trenches and dugouts.

These letters leave no doubt that the men who have fought nearly three years on the blood-soaked battlefields, west and east, are not willing that all the hostile territory, now occupied by German forces, shall be handed back to the foe with a polite bow, as if the latter had never threatened to wipe out everything German and make the Germans virtually a slave to him for generations to come.

Letters from the front to German Socialists at home sound the same note of desire for a peace "that will involve no increase of the burden borne by the workingman," meaning that the Government must find a way to bring this about.

The newspapers, especially those in Bavaria and Baden, print many such letters, one effect of which was the recent resolution passed by the Karlsruhe Socialist organisation opposing the Scheidemann peace terms. A Socialist member of the Reichstag asserts that the Munich and Nuremberg organisations may soon follow with similar resolutions, which, it is suggested, may compel Scheidemann to reconsider his peace program.

Berlin Socialists also are plainly showing dissatisfaction with what one weekly Socialist publication terms "Scheidemann's one-sided peace."

It is because of these considerations, perhaps, that the Executive Committee of the German Social Democratic Party issue the following statement no. 100, dated June 10, at Petrograd:

We are not informed as to what Mr. Borgbierg really said in Petrograd. The report at hand is published by Milukov's telegraphic agency. In the conversation which M. Borgbierg had with the representatives of the German Social Democracy, peace without annexation was considered as a base of negotiations, which, of course, involves the maintenance of the integrity of Germany. This, however, does not exclude friendly negotiations regarding frontier corrections, wherever they seem desirable. Nobody would wish to prolong the war for even one day for that reason."

Even the radical papers like the *Zettung* and *Mittel* find fault with this line. "Socialists are not alone. The *Zettung* thinks that it really leaves matters as the Petrograd telegraph agency stated them, and remarks:

"The German Socialists should make it quite clear that they have given Borgbierg no mandate. It seems that Borgbierg meant quite well when he told [Petrograd] what Scheidemann's friends have told him. But unfortunately he confined his mandate to a *dictator* who only used his statements for their own propaganda *against* peace before a final victory."

"As the German Socialist Executive Committee omits to state clearly that the Danish Socialist has no mandate to negotiate peace in the name of German parties, we must put in energetic protest against any such a mistaken idea. For such a mission Borgbierg lacks the necessary native understanding of our necessities."

"A Socialist demand for the maintenance of the integrity of the German Empire is the acme of absurdity at the moment when the military situation on land and water guarantees an early and violent peace to Germany. We know that a very large part of German workers does not care at all for Scheidemann's peace."

Shells For American Navy



United States naval experts inspecting shells for Uncle Sam's navy made at the Charlestown, Mass., Navy Yard. The exhibit shows the rough shell with its nose on, the shell before the copper receptacle is cut, sectional view and finished shell.

Church Services

Holy Trinity Cathedral.—June 17. Second Sunday after Trinity. a.m. Holy Communion. (sung) Hymn 11. Morning Prayer (plain). Preacher, The Dean. Hymn 222, 6.30 p.m. Evening Prayer. Anthem "How dear are Thy counsels" Crotch. Hymns 226, 27. Preacher, The Dean.

St. Andrew's Church.—2nd Sunday after Trinity. June 17. 8.00 a.m. Holy Communion. 10.30 a.m. Matins. 6.00 p.m. Evensong and Sermon.

Union Church.—Sunday, June 17. 11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject The ennobling of life; Chant 71; Choral Hymn "For all the saints" (Stanford); Hymns 3, 633, 176.

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the oil-bound Distemper that produces flat enamel results at water paint prices. Unique for its absolute washability.

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the most concentrated drier made and most economical in use, always reliable and dependable.

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a permanent pigment produced exclusively by W. H. C. remains green even under tropical suns, and supersedes Brunswick greens.

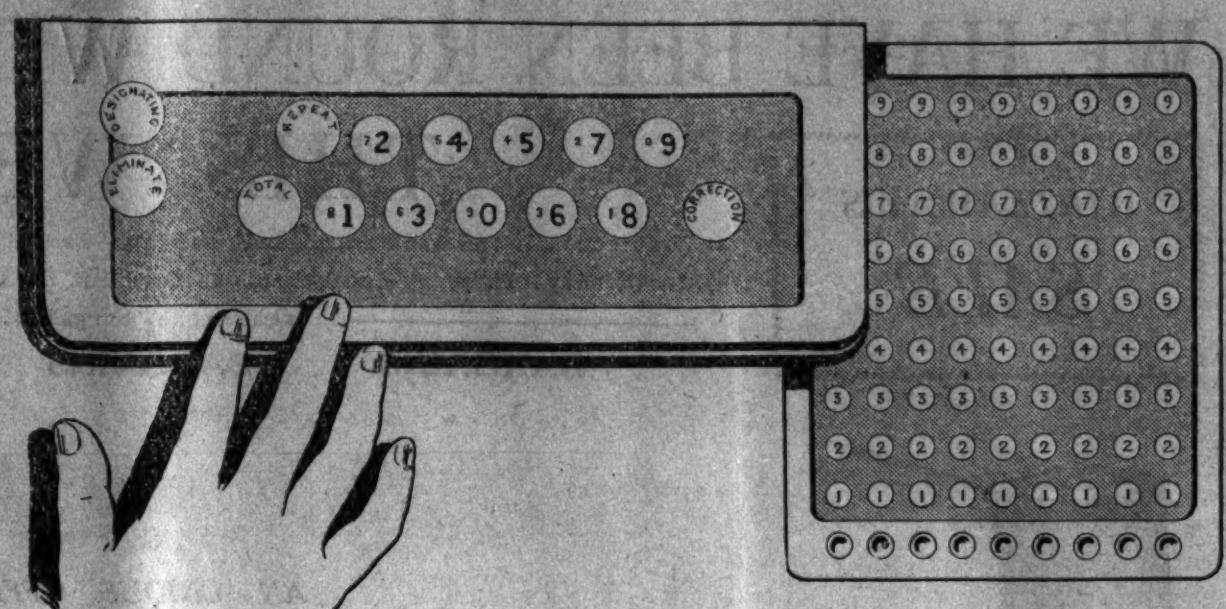
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On one side—the simple 10 button Dalton keyboard that anyone can operate. On the other a mass of 81 keys requiring special instruction and long practice before speed and accuracy are possible.



Vital Points about the Dalton

The Dalton eliminates 71 keys of the ordinary adding machine and makes 10 keys do the same work. The simplicity of it has made possible the *touch method* of operation. Touch operation increases speed from 25 to 80%, and in addition tremendously decreases the liability to commit error by pressing the wrong key—there are seven times fewer keys.

It is the only machine that is practical for dictation. The operator begins listing as soon as the first figure of an item is called, without waiting for the entire number. The Dalton automatically takes care of the decimal order thus allowing the operator to list and add items just as fast as the caller can call the figures.

There Is A Dalton For Every Purpose—For Your Special Need.

It makes no difference whether you do bank work, higher accounting, or operate the simplest retail store—there is a Dalton to solve your problem. In railroading, brokerage, wholesaling, retailing, manufacturing, municipal, private and public work, a Dalton stands ready to serve you, to give just those particular computing, listing and auditing values that you need in your work.

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Simple—Durable—Fast and Versatile.

Let us demonstrate these qualities for you.

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GERMANY IS FEELING MORE KEENLY NEED OF RAW MATERIALS

Confiscation Of All Timber Is Imminent, Requiring A New Department Of Government To Conserve What Is Left

WOMEN MAY BE CALLED ON TO SACRIFICE THEIR HAIR

Silver And Nickel Coins Are To Be Demonetized To Stop Hoarding—New Diplomatic Post For Bernstorff

By Cyril Brown
Copenhagen, May 6 (via London, May 6).—Several suggestive economic items are gleaned from the German press.

The confiscation of all timber is imminent, probably entailing the organizing of an Imperial War Timber Ministry—a new measure necessitated by the greatly increased consumption of timber by industry under the strain of war, notably in the mines, affording another significant indication of how the production of war material is being strained to the limit.

There is also an intimation that a smaller acreage will be planted in potatoes this year than last, an announcement by the Imperial Potato Bureau stating that farmers' may use their own judgment as to whether or not to plant less acreage than last year, the smaller quantity of seed potato to be allowed them.

Women's Hair Wanted

A suggestive paragraph in the Lokal-Anzeiger says German women need not tremble for their braids; nevertheless, Mars desires to get hold of hair combings as a valuable substitute raw material for war industries. For example, machinery belts are now being manufactured in part of a mixture containing human hair.

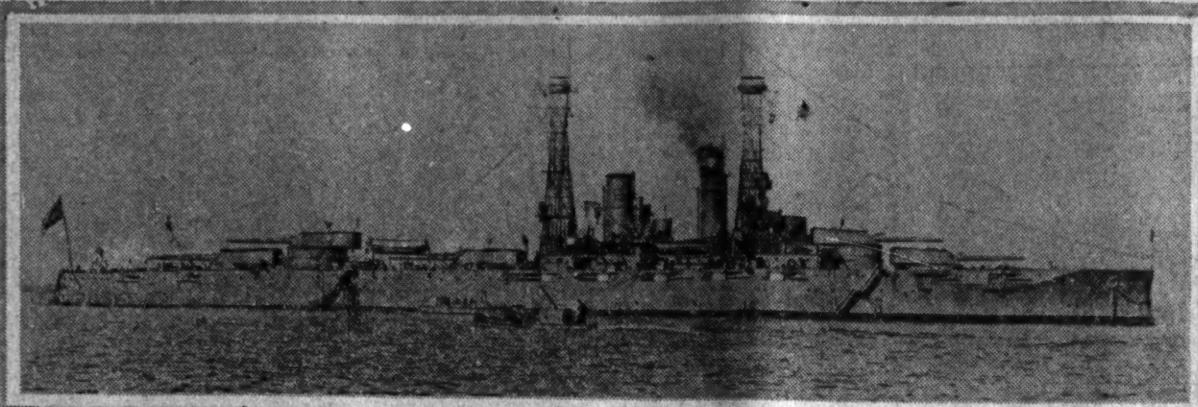
The Lokal-Anzeiger, however, warns patriotic German women, particularly in the country districts, to be on their guard against volunteer gatherers of hair, advising them to save theirs until an appeal to German women is issued officially in the interest of the Fatherland.

Silver and nickel currency will soon be withdrawn as legal tender in Germany to prevent hoarding. It is intimated that the present silver and nickel coins will never become legal tender again, but will have only their actual metal value. Therefore Germans are advised to turn their silver and nickel into paper before the yet unexpired period for currency change expires.

New Post For Bernstorff?

Berlin hears that Count von Bernstorff was received by the Kaiser at headquarters on Thursday and is to

Superdreadnought New York, One Of Uncle Sam's Most Powerful Fighting Ships



The U.S.S. New York is one of the most heavily armed ships in our navy. It is equipped with ten 14-inch guns, twenty-two 5-inch guns, four three-pounders and four 21-inch torpedo tubes and is a super-dreadnought of great speed.

get a new job, after all. Rumor says he is to take charge of a German legation. Sweden is insistently mentioned. For some time after his return Count von Bernstorff was extremely unpopular in official German circles and unofficial Conservative quarters, where he is persona non grata because, it is charged, he had been too pro-American.

When I saw Bernstorff he whimsically admitted having been branded pro-American and hinted that he didn't know whether he would ever get another job. Since America entered into the war Bernstorff's stock had rather gone up again and his views on American questions are gaining serious consideration.

Largely to Bernstorff's influence is to be traced the Imperial Government's ostrich-like policy of taking no official notice of the existence of a state of war with America, and doing nothing to encourage or arouse war enthusiasm in that country.

Bernstorff is constantly preaching on his favorite text that Germany will need America very much after the war.

There is as yet no indication of a peaceful departure from the German policy of passivity toward America, despite the fact that Americans still in Germany are subject to police regulations as alien enemies, required to report daily to the police, to be indoors by 10 at night, and, for those in Berlin, not allowed to leave the city limits without special police permission.

Letters from American business men in Berlin reaching Copenhagen say that American business enterprises have not been hampered thus far.

Signs of Discord

Since Deputy Heckscher, a Liberal member of the Reichstag, recently sounded in the Tag a stirring warning against the traditional Germanic

vice of internal discord, arguing that Germany's most dangerous foe is within the empire, a remarkably increasing number of voices have been raised in the German press, ringing the changes on the same theme. They either deliver impassioned polemics against pessimism, or agitate for optimism regarding the outcome of the war, furnishing illuminating hints regarding the German state of mind today.

A letter pointed by the Deutsche Tagessitung, expounding the thesis that the nation's hope assures victory, opens significantly with the declaration, "Taking ever a more concrete form, rumors are arising among a portion of the laboring masses and a spirit is gaining the upper hand inconsistent with holding out for ultimate victory."

For this dangerous spirit of dissatisfaction and unrest among the working classes the writer, by implication, blames Scheidemann and the other moderate political leaders, as well as the attitude of the Liberal and Socialist press, on the war aims, particularly the no-annexation, no-infinity propaganda.

Along the same lines Count zu Reventlow, lecturing in Berlin, painted "an inspiring picture of the military situation," but sketched the internal situation in far less favorable colors, placing the maximum blame for the internal moral weakness on the German Social Democracy and pleading for "strong action unless our course of victory is to be interrupted, with the possibility of most unfortunate things happening during the peace negotiations, rendering all our sacrifices useless."

Must Change, Says Reventlow

"Matters must change with us internally," he proclaimed. "All clear, nationally thinking Germans must rally together and make their will

known. Had German labor been properly educated it would not have been for a Scheidemann peace but for a German peace. This education is to control the German Government exercises over the press, especially concerning foreign affairs, knows this 'pussy footed' attitude has a studied object.

Major Morath also takes a swing at the pessimists, pacifists and other 'weaklings,' saying: "Only in Germany are there alleged connivances of the enemy's war psychology, who even now, despite our victories in the West, seem to feel they must win with pessimism every joyful outlook for German victory and the future of the war."

LIVING ON YOUR NERVE.

Everybody has a store of nervous energy. When you work or worry without sufficient rest exhausts the store, a condition results that medical men call neurasthenia.

It is commonly met with in those who have had keen anxieties, also those who have cared for sick relatives and business men who worry over their affairs and neglect to take proper rest. Women who work beyond their strength, anyone who has too much excitement and too little rest may show the symptoms.

The signs are clear. Your complexion becomes pale, you imagine unpleasant things, your brain insists on working when you want to go to sleep. Some day you are suddenly tired, that used to please you no longer do.

Constipation is usually present. You worry about yourself and your work and cannot forget your anxieties. No doctor can cure neurasthenia; you have to do it yourself. First, worry less and don't overtax your strength, then, begin Dr. Williams' special medicine, a special diet for them to supply new blood to feed your worn-out nerves and so steadily build up your health. Obtainable from Chemists, also post free, 1 bottle for \$1.50, 6 for \$8 from the Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

FREE.—Write a post card to the above address, asking for a most useful booklet on the home treatment of nervous disorders.

Effort Made In Germany To Dampen U.S. War Spirit

London, May 6.—The German Government and the Government controlled German press have adopted the Bismarckian rule of saying and doing nothing calculated to offend the United States needlessly, and thus quicken America's preparation for war.

Careful examination of the German newspapers reaching here in the last fortnight discloses that this policy is being systematically pursued. A messenger from Mars dropping down suddenly in the Fatherland would be unable to learn from the press that Germany and America are at war.

References to the United States are fewer than when the countries were at peace and in no respect more bitter. Even the comic papers appear to have been muzzled. Simplicissimus has not caricatured President Wilson in several issues, the latest number containing its anti-Americanism to a fairly funny cartoon of Roosevelt dressed as a cowboy, brandishing a revolver in the direction of Europe and saying: "Lucky thing for Hindenburg the Atlantic lies between him and me."

The seizing of German shipping in



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Myriads of delightful Lux waters are working wonders all the wash-tub all the world over. In colour, these waters are as cream—to the touch they are as silk. Each single Lux water is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightfully easy to attain.

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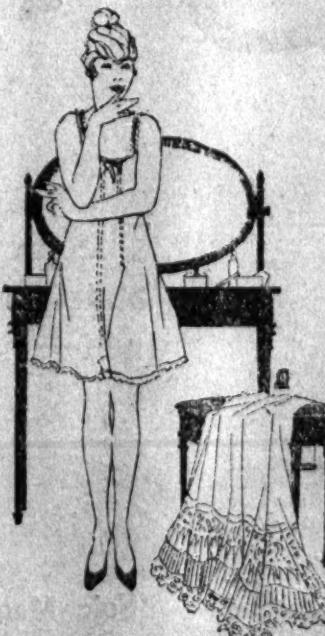
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Everything is being sold regardless of cost, and the sale will be continued until the entire stock is disposed of. An early call is desirable, so that you may be sure of getting just the size and style you require.



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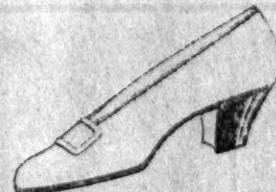
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BRITISH GUNS HURL TEN SHELLS TO ONE FIRED BY GERMANS

World Correspondent At The Front Finds Superiority Of Haig's Artillery Immense And Overwhelming

LIKE COUNTER ATTACKS BECAUSE OF FOE'S LOSS

Germans' Failing Power Both In Men And Material Evident—Hindenburg Continues To Pour In Reserves

By James M. Tuohy
British Headquarters in France, May 6.—"We are putting 9.2-inch shells into the Boches at 3,000 yards' range," a young Canadian artillery told me, with a note of jubilation in his voice such as one might expect if he had inherited a fortune.

"Just you damn well think of it! Think of what it meant to them!" he added, his eyes glistening with delight, his face wreathed in a smile of seraphic contentment.

Have Shells to Burn

I had no experience to depend upon in estimating the feeling of Boches under these circumstances, but this cheerful hero's expression was eloquent of much. It was at the Battle of Arras that Boches had encountered these salvos of nine-point-twos at this inconvenient short range, and also at Vimy.

"We have shells to burn these times. When a battery needs supplies we ask for ten thousand rounds—by gee, if we'd asked for a thousand rounds in 1915 for a single battery, the Brigadier would have said, 'For a division, you mean' or more likely thought we were crazy."

"I know batteries that have fired 20,000 rounds since April 9; for not only have we no end of ammunition, but our guns nowadays have an average of ten times the life they had at the start of the war—that is, without losing their accuracy. They sometimes fire 30,000 without much loss of accuracy."

This artillery superiority, immense and overwhelming, is plain even to the civilian eye at every point of the British line. It is an accepted axiom of the present war situation, and every day intensifies its truth.

Two days ago I was on the site of the battle-field where, it is estimated, from the first to the last of the series of terrific contests, quite 200,000 men of all three armies, German, French and British, were killed.

Village a Rubbish Heap

In the distance you can see the Cathedral of Lens, the outstanding feature of the city, with numerous smokestacks outlined in the haze. Below lies what is still called a village, but really nothing more than an extensive rubbish heap in which hundreds of thousands of projectiles must be buried.

This one-time habitation of man is still within range of the German last range guns, and a daily target for their shells, though, judging by what I saw of the results, they are simply indulging in blind shooting.

Having visited the entrance to this "unhealthy" spot, we had ascended again, about 300 yards, when the German began his afternoon bombardment, evidently aiming at the road, from which he went wide, his shells falling harmlessly in the open. Of thirty-four shells that came over in about twenty minutes fifteen failed to explode, and the percentage of deads seemed to be practically the same wherever the German did any shooting along this sector that afternoon.

Ten Shells to Germans' One

The British fire at least ten shells to the Germans' one, and though there must be some dead ones in any ammunition supply, the stories told by the German gunner prisoners as to the devastating effect of the British guns show that their "duds," as the men call them, are few and far between.

This testimony is grimly corroborated by what one sees of the German positions after the sustained fire of the British guns. They are a tangled mass of crevasses and craters, and probably the 9.2-inch shells at 3,000 yards account for the palatial German dugouts, twenty to thirty feet underground, being laid open to the light of day, their occupants, with their luxurious paraphernalia, being blown to smithereens.

More terrible still must have been the fate of those Germans where the shell fire plugged the entrances to their dugouts with immense masses of earth, leaving the men inside with sudden death on one side and no escape on the other, as possible alternatives of the residue of their existence.

A View of a Battlefield

How utterly impossible it is to realize the aspect of a modern battle-field from the written word, however vivid or realistic, or even from photographs, can only be brought home by optical demonstration. The camera presents a complete picture of a circumscribed area, a mere speck of a battle-field ten or twenty miles long perhaps five miles deep in parts.

The spaciousness of the scene, the myriad activities in front, in and behind the lines, the incessant movement of men, guns, motor, horse and mule transport; the continuous patrolling in the air; the earth-shaking reports of the guns, the shrieking of

Widow Of Dublin Victim Stirs Los Angeles For Erin



MRS. SHEEHY SKEFFINGTON & HER SON. ©INTERATIONAL

sides in the ascendant becomes comprehensible.

This feeling involves no underestimate of the fighting qualities, either in strategy or tactics, of the Germans, which are indeed fully appraised in the British lines. But the British are conscious of their asserted superiority, and can also see for themselves the evidences of failing power, both in quality of men and of material, on the German side in every fresh engagement.

Hindenburg is pouring in all his available reserves to make good the claim to invulnerability set up for his line. His reputation depends on his making good here. His counter attacks were heavier and more sustained, and his sacrifices proportionately terrible.

Counter Attacks Welcomed

These counter attacks are the joy and hope of the British, and they know well Hindenburg's position is

forcing him to offer up these frightful and largely fruitless holocausts.

The preservation of his position in the Ypres salient is equally a matter of supreme importance for Hindenburg's prestige. The lure of Calais may have become a mirage to the German high command, but it is still dangled at times before the German popular mind. He is holding on to the Ypres salient with desperate tenacity. He has at least 500 guns in position there, and Ypres is shelled seven days a week. Another throw is made for Calais, however, will find here a preponderance of British guns as serious as he is encountering elsewhere.

Oppose Gains By Weight of Men

With the British Armies in France, May 6.—While the fighting for the past fortnight as wrought comparatively little change geographically along the British front, as a matter of fact it has been of almost as great importance as any during the war. It has compelled the Germans to throw

in such vast numbers of reserves that comparatively few of the fifty or more fresh divisions assigned to the western front from this year by Field Marshal von Hindenburg remain unscorched by the flames of the French and British offensive battles.

There is no denying that since the British Easter Monday offensive took them by surprise and drove them from some of their most formidable positions the Germans have fought with great tenacity and stubbornness, but at what cost they alone can correctly reckon. They have endeavored to meet the Allied superiority in artillery by sheer weight of men, which has meant a material deepening of their fortified zone. Thus, when one line of men have been swept away, there is another and yet another. How long such tactics can continue, how long the German soldiers can endure the withering blast of artillery which is ever

upon them, is purely a matter of conjecture.

Flight Behind Barriers of Dead

German military writers have been referring of late to the Hindenburg line as a living, mobile wall, which by means of its various switch lines can bend backward and forward as if moving on so many hinges. Now, however, the men of the living wall are fighting behind great barriers of their dead.

The Germans, in fact, seem to be carrying out their defensive battles with the same unshakable belief in the power of mass that characterized their first onslaught upon the forts on the Belgian frontier and later their futile offensive against Verdun.

It is not possible to visit a battery in the Arras sector without hearing of the wonderful shooting they had of late. There has been nothing like it since the war began, so far as the British are concerned.

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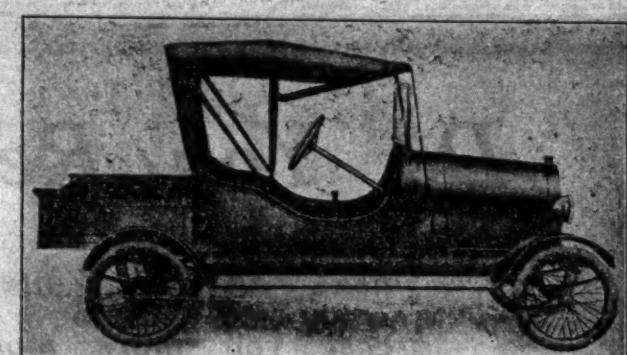
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**JOFFRE ROUSED TO
HIGHEST PRAISE BY
WEST POINT DRILL**

"Beautiful! Wonderful!" He Says
At Review of Cadets—Filled
With Joy When He Realises
They Will Soon Be In France

**ORDER OF THE CINCINNATI
CONFERRED ON MARSHAL**

Governor and Local Committee
Meet Party There and Go To
Washington's Headquarters—
Highest Honors at Academy

New York, May 13.—Nothing that
Marshal Joffre has seen in America,
according to his aides, has afforded
him such keen pleasure and roused
him to such enthusiasm as did the
sight yesterday of 600 cadets of the
United States Military Academy in
regimental drill before him on the
picturesque parade ground at West
Point.

The soldier's eyes sparkled as they
swept across the field of perfectly
formed ranks moving in perfect
rhythm. His fine head nodded in
time to the music and the drums.
When the cadets stood at attention
before him, and Col. Guy Henry,
commandant, presented them to him,
Joffre grasped both the Colonel's
hands and shook them heartily.

Says Reputation Is True

"It was beautiful—wonderful!" he
said. At the end of the review he
said to Col. John S. Biddle, Superin-
tendent of the academy:

"I have always understood that the
United States Military Academy was
the greatest training school for officers
in the world, and now, after what I
have seen on this magnificent plain
at West Point, I realise the truth of
that reputation."

The Marshal promised Col. Biddle
that he would write a personal auto-
graph letter to the student officers
expressing his belief that they are
ready to serve in France. The letter
is expected to reach West Point
today and it will be posted in the
order of the day.

Earlier, when talking to Col. Biddle
and the academy staff at luncheon in
the Officers' Club, Marshal Joffre said:

"The spirit of these student officers
fills me with the greatest joy when
I realise that they will soon be with
us at the front in France. They seem
eager to go. We shall be glad to re-
ceive them. In France they will re-
ceive the only part of modern military

Famous Wailing Wall In The Holy City Of Jerusalem



The famous wailing wall, which is a part of King Solomon's temple, in the city of Jerusalem. Indications are that the Holy City soon will be in the hands of Christians for the first time since the Crusades, falling to the British armies operating in Palestine.

experience which they lack—actual had just been conferred on him. At Jean Fabry, Lieut. Col. Renou, Major fighting and training in the use of the historic Hasbrouck House, which Gen. Requin, Lieut. Francis de Tressan and Major Lucien Dreyfus, were taken in automobiles from the Frick house to the West Shore ferry at 9:30 o'clock, Col. Spencer Cosby and Col. Sherrill rode with the Marshal.

Several hundred commuters cheered the Marshal at the ferry house. At the station in Weehawken the railroad employees were out to greet him. The party went to Newburgh on a special train of eight coaches. Billy and "Ma" Sunday went along by invitation. On the ferryboat Syracuse Billy was introduced to Joffre as "America's greatest evangelist."

"I told him he was a great soldier and a great man," Mr. Sunday said afterward. "He just jabbered away in French. I didn't make anything out of it."

Other members of the committee's party were Clarence H. Mackay, Miss Anne Morgan, Mr. and Mrs. Hamilton Fish, Mr. and Mrs. E. J. Bendix, Mr. and Mrs. George Biddle, Mr. and Mrs. John D. Drexel, Col. Cornelius Vanderbilt, Mr. and Mrs. Myron T. Herrick, Mr. and Mrs. Robert Bacon, Mr. and Mrs. Norman, De R. Whitehouse, Mrs. Charles B. Alexander, Mr. and Mrs. Reginald De Koven, Mrs. James Roosevelt, Mr. and Mrs. Robert Fulton, Cutting, Mrs. Whitney Warren, Major and Mrs. F. L. V. Hopper, Mr. and Mrs. Herbert, Mrs. Mrs. Philip Lydig, Col. and Mrs. Lorillard Speer and Mr. and Mrs. McDougall Hawkes.

The Reception at Newburgh

The trip to Newburgh was arranged by the Governor's Committee, of which Col. Charles H. Sherrill is Chairman. Marshal Joffre, accompanied by Col.

had arranged a big welcome. The town was profusely decorated, and the entire population seemed to be massed along the streets through which Joffre rode to Washington's headquarters. The park in front of the old mansion was filled with school children waving flags.

Gov. Whitman in presenting Marshal Joffre said in part:

"We are with these people battling for the right. Their cause is our cause. We have engaged our lives, our liberty and our sacred honor that a shadow may be lifted from the world and that humanity may be rescued from an evil and abominable thing."

"Peace will come again—a peace purchased with the blood of martyrs. If the sacrifice is to be worth while—if these deeds shall not have been done in vain—that peace must come only with absolute, complete and final victory."

Marshal Joffre responded in French: "Your Excellency, I thank you and the people of this great State for the welcome you have given me. I shall take back with me the memory of the great celebration at this spot where Washington meditated over what he had done and what he had still to do. I am deeply affected by all you have said about France and thank you deeply for my country first, then for myself."

Marshal Joffre and his escort parted with the Governor's committee at the Newburgh station. The Marshal's car was detached from the train with the press car and taken to West Point, while the rest of the committee returned to New York. Clarence H. Mackay was the only member of the committee who remained with the Marshal.

Gots 17-Gun Salute

When the train stopped at West Point, Joffre could see the entire corps of cadets and the band in front of the first barracks. At the station was a detachment of 150 negro cavalrymen attached to the post. The band was playing the "Marseillaise."

Joffre's eyes brightened as he stepped from the train and warmly grasped the hand of Col. Biddle. He was presented to the academy staff officers, who were in full dress with side arms. Col. C. De W. Wilcox was designated to act as special aide to the Marshal.

As soon as the party reached the plain in front of the library a General's salute of seventeen guns boomed from the coast defense pieces below the parade grounds. The Marshal was driven in an automobile around the parade grounds past the Kossuth-eko monument and then taken to the Officers' Club for luncheon. At 2:15 he was escorted by the negro cavalry.

men to the reviewing station at the western end of the parade grounds. Guests who have reviewed the corps as Joffre did yesterday were Prince Henry of Prussia, in 1902; Admiral Togo, the Princess Eulalie of Spain, in 1893, and five years ago Lord Kitchener, who pronounced the cadets the finest drilled body of men in the world.

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depicting all the principal events

"He Had a Guess Coming"

Comedy

"Him and the Other"

Lonesome Luke Comedy.



Scene from "The Mystic Defenders" No. 3.
Pathé's "The Shielding Shadow". Produced by Astra Film Corp.

THE MYSTIC DEFENDER

ONE LAMP LOUIE, who has forged a paper for Sebastian Navarro holds the disclosure as a cudgel to blackmail him. Louie also demands social equality and Sebastian is forced to take him to his club. There they make the acquaintance of the mysterious Stranger—Ravengar. A party is formed at Ravengar's suggestion to see the latest music hall favorite, Muriel Mason. Louie, fascinated with her, becomes a mighty patron. Muriel's brother has stolen a thousand dollars and if unable to return it the following day prison faces him. While Muriel is alone in a room, striving to think of a means to raise it, a ring of billiard balls and a pencil picks itself up and writes, "The collection is to be increased to one thousand." Just as she is secing it from Louie a fire breaks out in the theater and a falling beam hitting Louie makes his mind a blank. Muriel, disheartened, reaches home and again the pencil writes, "You tried your best"; and the balance of the money appears beside it.

During the fire, Leontine cowardly deserted by Sebastian, is rescued by Ravengar. Sebastian, jealous and goaded by the fact he has been unable to win her love, threatens her violence. Suddenly the SHIELDING SHADOW appears with its burning eyes and dead white hands and protects her.



Scene from "The Earthquake," No. 4.
Pathé's "The Shielding Shadow"
Produced by Astra Film Corp.

THE EARTHQUAKE

SEBASTIAN NAVARRO reads in a newspaper that One Lamp Louie has struck gold out West and become a millionaire in a day. Sebastian, a nervous wreck from the increasing visitations of the mysterious SHIELDING SHADOW, decides to flee from it and with Leontine journeys to the remote mining town where Louie has found his fortune. Arriving, the first person they see is the mysterious Stranger—Ravengar.

The Shielding Shadow appears to Louie in his shack and hypnotizes him into writing a confession of his part in the forgery for Sebastian which sent Jerry Carson to prison and later to his death. Sebastian, who has made his way to the shack, enters as Louie is signing his name to it, and during a struggle to secure it, the paper disappears as if picked up by an unseen hand. It next appears in an envelope addressed to Leontine. Sebastian uncovers her beginning to read it and demands that she surrenders. She refuses and goes to the police for safety. Later one of a band of crooks overhauls Sebastian, offers him three thousand dollars for it. He refuses and Sebastian leaps at him in a murderous fury, but the fight is interrupted by an earthquake which wrecks the town. Ravengar, while rescuing Leontine, loses the paper which is secured by the crook's leader. After a wild pursuit he eludes Ravengar by jumping from a high bridge.

Is the SHIELDING SHADOW a visitor from the Other World, or is it flesh and blood? Don't miss the next chapter.

"THROUGH BOLTED DOORS"

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

DEATH

MRS. C. C. NIEH: ON May 27th in her home at 22 Wayside Road. The funeral will take place today, June 17th, leaving the home in Wayside Road at 9 a.m. A service will be held in the Quinsan Road Methodist Church at 10 a.m. The procession will then proceed to the Hunan Guild at St. Catherine's Bridge.

14175

Epochal Changes In Train Of War

Conscription Wrought Almost Overnight, American Railroads Nationalised, Permanently, Perhaps—
Railway Envoys to Russia

By Charles H. Grasty

(Treasurer of The New York Times)
The occasional visitor in Washington is surprised at the progress in all directions. These are times when movements are on a big scale, even with all the rough-and-ready methods characteristic of inefficiency under democracy, there is always something to see after a few weeks absence from Washington.

The most striking thing at present is the landslide for the plan selective draft. Here within a brief space America faces about from voluntarism to conscription. What required sledge-hammer effort and weary debate in England is being hurried almost overnight in America. The American plan may well be surprised and delighted.

How well it goes! First, bonds to the President. He adopted a sound scheme and then stood firm as a rock. Not for a second was there the quiver of an eyelid. The President has changed his method since his early accomplishments, which several years ago set what was then a new high mark of efficiency. But no man could take the pains and attend to the details in this war situation as he did in putting through his economic program. He has taken his stand on great principles and won on the inexorability of them. He has not labored with the opposition; it has spent itself. A development that has not yet been even faintly appreciated by the general public is the nationalisation of the railroads. The belief that this is temporary, for war purposes only, will, in my opinion, be disappointed. We shall never go back to the old system. The railroads can't and the Government won't.

Railroads Merged With Nation

The five railroad Presidents to whom was made a voluntary delegation of power over 175 companies with 250,000 miles of road and \$17,000,000,000 capital are on the job. Messrs. Harrison, Rea, Krueger, Elliott, and Holden are the greatest business potentates this world has ever seen, but they rule for a democracy of transportation. The stupendous thing has come quietly that the railroads themselves don't realise that they are no longer on the map. For it is a fact that the individual units have disappeared and one big map of the United States has been laid down on the conference table. The country and not the roads is studied by the commission.

Last week these gentlemen took the subject up from this angle, and their first decision was that the most vital need of the country was coal. It was necessary that the supply of potential energy should be kept constant. The order went out to expedite coal ahead of other freight. It was done instantaneously, and anybody who will take the trouble to make a minute examination will find that coal is moving more steadily over the railroads than it was ten days ago.

These railroad presidents have immediately put on one side their relations with particular properties. Under the stress of war they think in terms of America, not of Pennsylvania, or Burlington, or any other road or group of roads.

Another concrete illustration: The railroads needed 40,000 box cars, but they were needed a great deal worse by some of our allies. There was found a way to make the present supply of box cars go further, and so put our manufacturing facilities at the disposal of our allies.

The "stealing" of cars by the roads has been a regular business. If one road got another road's car and needed it, it just kept it until still some other road "swiped" it. It became necessary for the Interstate Commerce Commission to adopt a stringent rule.

All that is changed under the new system. If there is freight at the Pittsburgh terminal for Washington or New York it is loaded on the Northern Pacific car and shipped right off to its destination. The

owner road gets 75 cents a day for the car, which pays on the investment. The public gets the service and all the railroads together get the economy. Everybody's interest is bettered. When it is known that there are a million box cars in the country (against 7,300 Pullman cars) it will be seen what an item box car economy is.

Railroad men started in guessing the savings of the new deal pretty moderately, but upon every re-examination they reckon them at a larger figure. As a matter of fact, nobody has begun to reach the real estimate of utilisation and economy. Not much imagination is needed to see what happens to the million box cars—perhaps they become in effect a million and a quarter. But what about bridges and terminals and facilities of all sorts now only partly used, and capable of contributing in so much greater measure to public convenience? The time has not yet come to talk of economy in personal services. But enough has already transpired to make evident the new epoch that has come in the great transportation interest as the first visible result of the war.

Railroad Commission to Russia

A railroad commission has gone to Russia a few days ahead of the commission headed by Mr. Root, and the man at the head of it is the well-known engineer, John F. Stevens. He is one of the most capable men in the country. Mr. Stevens was associated with the late James J. Hill for a long time. He built the Great Northern Railroad over the Cascade Mountains, including the famous tunnel with a big curve inside the mountain—an engineering feat. He operated the Great Northern and afterward the Rock Island and the New Haven. Mr. Stevens went to the Panama Canal at the very beginning and started the work that Goethals so ably finished.

It is not alone in Russia that railroads are in bad shape. In spite of strenuous efforts at upkeep the German roads are known to be suffering greatly because of the paramount demand in other directions for labor and material. France is calling on this country for assistance, which she will get to the full limit that it can be furnished. Arrangements are making to send to France the men and material necessary to rebuild 1,250 miles of track. This is a service for our allies that takes us to the trenches in the most real and effective way. We are enabled through our nationalised railroads to organise this great service for France.

Schwab's Great Services

Charles M. Schwab has been at Washington within the last few days, and it is understood that the Government to a certain extent is commandeering his invaluable personal services. Mr. Schwab counts big in war manufacture that he cannot be taken away from his own business without sacrifice, but he has his steel and shipbuilding interests well organised and he may be able to help the Government with information and guidance. It is well known that Mr. Schwab is now 60 per cent bigger than Krupp in munitions. He is reaching the point of leadership in shipbuilding, and ships are more important than ammunition at present. Within the near future Mr. Schwab's companies will be producing ships for England and America in such numbers as would have been believed impossible not many months ago.

The cementing of relations between America, Russia, France, and England is proceeding apace. The disposition at Washington is to treat our allies as one with us. On food all four names are in the pot. The report seems to be well founded that the United States will stand with the other three on copper and steel prices. Lord Northcliffe's tender of his paper mills in Newfoundland is in line with the feeling of partnership that prevails. Undoubtedly the old rivalries between Canada and this country will disappear in the new fraternity and necessities of peace, such as wood and paper, as well as those of war, will be exchanged on mutually favorable terms.

Conscript Inheritances, Suggests Bishop Brent

This Would Be The Reverse Of Socialism, He Says, In Discussing Sacrifices That Must Be Made To Save Liberty In The World

Conscription of inherited fortunes is suggested for America by the Rt. Rev. Charles H. Brent, Protestant Episcopal Bishop of the Philippines, who recently returned from the battlefield in France and who declares that universal service in the most literal sense is needed to win the war. As a part of a general plan of such service Bishop Brent urges that the abolition of large private inheritances be considered seriously. He is not seeking to "promote" such a scheme as his own solution of our vast economic war problem, but says he heartily believes that in the practical consideration of "ways and means" at the present time the question of inheritance conscription should be taken up in detail.

The possibility of the present taking over by the Government of large inherited fortunes was first brought to Bishop Brent's attention by an American who is himself very rich. Since then, he has given the matter keen attention and discussion. He does not regard the conscription of inheritance as a disadvantage for the person from whom the large legacy would be taken; rather does he look upon it as a definite gain.

"The younger generation would be deprived of the individual wealth of their fathers," he pointed out, "but they would be beginning their lives with equal opportunities in a country of better opportunity, not weighed down by an enormous debt and financial burden."

The idea of the abolition of inheritance is not new. It has been suggested many times, to be accomplished either by the imposition of very high inheritance taxes or the prohibition of legacies over a certain fixed sum. I am not urging it as my solution of the present situation, but I consider it worthy of the gravest consideration.

"According to the charter of our liberties, all men are born free and equal. Of course, they are not all born equal. Some are allowed to start their careers with a tremendous handicap.

"I have in the fairly recent past spoken in a great many boys' schools. For the most part the students were rich boys. And I have always taken the position that it was a most unfortunate thing for a boy to have his own checkbook, unless he had first learned to earn his own bread. In nine cases out of ten it is an evil result of inheritance. What it does is to debase the value of youth. The boy depends on his checkbook instead of himself.

"The idea of such abolition of inheritance is the very antithesis of Socialism. Socialism tends to decrease the freedom of the individual. The principle of making it impossible for any youth to inherit a large fortune is a principle of individualism; it would act to increase the freedom of the individual. In drawing nearer to actual equality, it would offer to the young man more opportunity of individual development and individual value. It would make the individual more important to the State because of his own innate value. It would proceed on a principle of individual democracy instead of on a principle of Socialism. It would mean equality of opportunity, and that is the basis of democracy, the basis of our nation—what we are fighting for. In the present time of need it would release an immense amount of money, and free the country from a great future burden."

"Yet there is no need for us to be panicky or unreasonable," Bishop Brent added, quickly. "We must simply face facts and practice such economy as will operate to the increase of national efficiency."

"We can save prodigious amounts merely by avoiding waste. The conservation of foodstuffs that we now waste will enable us to go on until the next harvest. We must remember that we must now feed France and England as well as ourselves. And there are a number of things that can be done. Useless late suppers are so much waste, and could be eliminated. I think that every restaurant should be closed at 9 o'clock at night—except, of course, that full provision must be made for the

workers whose hours of labor are such as to make nourishment necessary after that hour. Except in such cases, food taken in those night suppers after 9 is simply wasted."

"In Europe at the present time the rule is to serve only three courses at all dinners and luncheons; you cannot get more at hotels, restaurants, or clubs, and private families are generally falling into line. People are on bread allowance—it is not inadequate—so as to minimise the consumption of wheat flour. There is no unadulterated white flour in England or France today, and bread is always served stale, because waste is lessened in that way."

"We must understand that we must not stint ourselves of nourishment—we must only plan carefully and avoid waste. In England there is no more white sugar; what they use is not even what we know as brown sugar, but the old 'black sugar'—and a limited amount of that. In France each person is allowed three lumps of sugar a day."

"This appears to be wandering far from the subject about which I began to talk,"—Bishop Brent smiled—"but in reality it is not. It all goes together. We must take the bearing of the smallest things into consideration. The people must wake up to the fact that nothing is too small to do for the cause and that everything counts, and every man, woman, and child counts. It all goes together; we must give ourselves, our money, our food. And once a man has offered himself to his country and the cause of his country, then everything he has is bound to go, too. The gift of a man's personality includes everything else. We must realise that."

"I have just come," he added, with an apparent irrelevance that was no irrelevance at all. "from where men are going out every morning to die—knowing that they are going to die. I had a service at the front at Arras—the men came in from the trenches to the service—it was in the thick of the fight—and went back immediately. That was only a few weeks ago, yet probably not 20 per cent of those men are alive today."

"The whole principle of this war," Bishop Brent went on, after a slight pause, "is that it is different from other wars, because it is not a property war."

"We are fighting for the rights of personality. Therefore no service can be effective except the full power of personality. In the old days wars were fought for territory, and, so far as they were thus fought, they placed property above human life. In the old wars men fought for property with human life, we are now fighting with human life and with property for the human right to live."

"This is very far from being a 'capitalistic war.' It is a war of the plain people."

"And we cannot lay too great emphasis upon the general principle of service," he summed up. "When I think about the war and its needs and what it demands of us, I think as of a text, of the sentences that I saw on the wall of the soldiers' reading and writing room in the fortress of Verdun: 'Germany fights to oppress; France fights to set free. On the fate of France depends the fate of the world.'

"That is very fine, and it is perfectly true. England and Belgium saw it in 1914. Now we have awakened to it. I don't like to hear Americans say, boastfully, that we are fighting unselfishly; the French have been fighting unselfishly. It is quite true that we are fighting for others, and that we have no thought of conquest or spoils. But it is also true that we are fighting for the right to live for ourselves."

"On the fate of France depends the fate of the world. Nothing is too small for us to do for the cause for which we are fighting, and all that we have must be offered with the gift of ourselves to that cause."

Men Who Defy The Age Line

Millions of Americans over 40 years old are wondering what they can do to be useful in this war. It seems hardly fair that middle-aged manhood should be scrapped en bloc when Old Man Hindenburg is commanding one German front, Old Man Mackensen another; when "Papa" Joffre, who is really past the grandpa age, and Mr. Balfour, one of Britain's Elder Statesmen, are heading great missions to an allied country, and hundreds of other old men are performing distinguished service in the war.

There is nothing more interesting, especially to those no longer young, than the question as to when age begins to touch a man and impair his powers. I once listened attentively to an interesting discussion in which Lord Northcliffe, the proprietor of The London Times and The Daily Mail, indicated his view as to the deadline. His opinion was that no man could safely take up a new thing after 40, and after 50 a radical change was hopeless. He seemed to think that one might go along a beaten path a good long time after 40, but the formation of new mental habits would be difficult, if not impossible. It was some such meaning that Dr. William Osler really intended to convey when he shook the very stars in their orbits by counseling the execution by chloroform of all who still held on at 60. Forty was his deadline, but a correct reading of his dictum will show

that what he meant was that men usually cease to be creative after 40.

To lay down a rule as to the age at which an employer may prudently put on his payroll men that he knows little or nothing about is one thing. To consign every man over 50 to the junk heap is quite another. There have been many instances of startling mistakes arising from rash generalisations of that sort. For example, when Morgan and Pugh represented the State of Alabama in the United States Senate Judge Pettus wanted President Cleveland to elevate him to the Federal Bench and sought the aid of his Senators. Now, they were both from the little town of Selma, and it so happened that Pettus lived there too. The latter was, besides, going on 20 years old. When he went to Pugh, the Senator said to him with some show of irritation:

"Why, Pettus, you are too old to ask for this appointment."

"Maybe I'm too old for the Federal Judgeship," replied Pettus, "but I am young enough for the United States Senate." He got out and made a rattling fight. He not only beat Pugh, but he served for years in the Senate and made a fine record there.

The fact was that it was true Pettus was an old man until Pugh stirred him up, and then he instantly became young.

In other words, age is not a matter of years so much as it is a matter of habit of mind.

He said to the Director who was serving as messenger-ambassador for the great men of the road who kept their session at Broad Street Station, "go tell them that I will accept on one condition. I am to have a free hand as to engineering plans and money to finance them."

And so he became President and carried out the great plans he had dreamed of many years before for the New York terminal, the elimination of

grade crossings, and other improvements so radical and sweeping that only railroad men realise how much was done in the Cassatt regime.

Another notable case of a man's coming back from retirement to a wonderfully active career is that of Theodore N. Vail, the head of the telephone and Western Union Telegraph interests.

If it be true that a man is "as old as his arteries," he is as young as his heart is.

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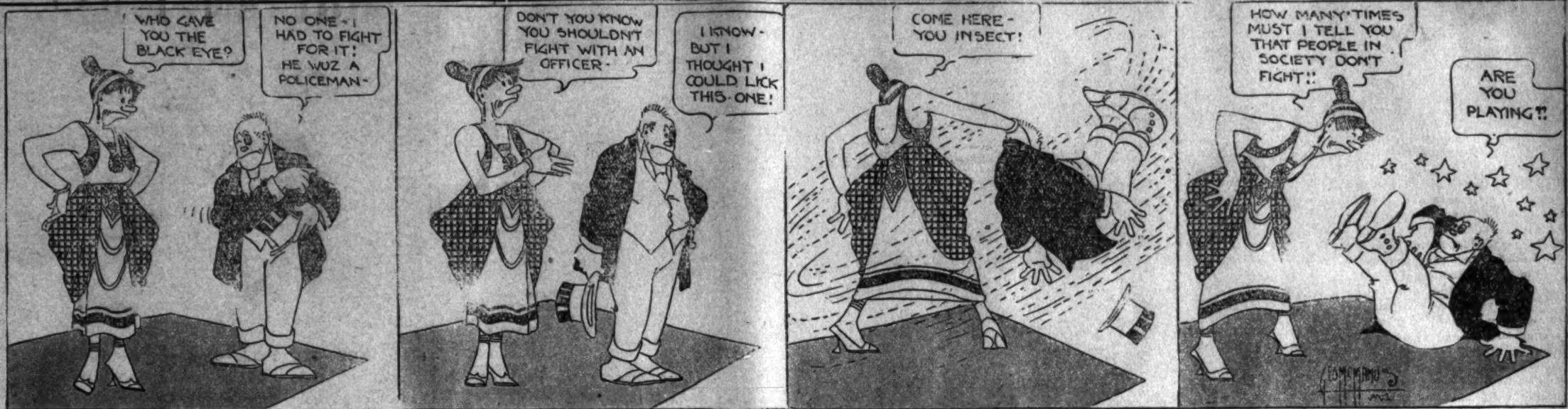
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All Over The World

A successful manufacturer in the United States was recently appointed, by the Republican Governor of his State, to be executive chairman of a committee to act, without salary, in the war emergency. In his first report the chairman enumerated six specific criticisms which had been made of the personal of the committee, as follows: Too many "highbrows"; too many Democrats; too many friends of the Governor; too many political opponents of the Governor; too many so-called workingmen; not enough workingmen. In reviewing the several comments the executive chairman was able to find six good reasons for upholding the wisdom of the appointments.

The nonappearance of the unpublished *Journal de la Goncourt*, due on July 16, 1916, is explained in the *Mercurie de France*. It was a governmental act: M. Painlevé, who was Minister of Education last July, forbade the *Bibliothèque Nationale* to allow the *Goncourt* manuscripts to be the light of day. The Académie

Lafayette's Last Visit To America

(Christian Science Monitor)

Marie Paul Jean Roch Yves Gilbert Motier, the Marquis de Lafayette, paid three visits to America, the first in 1777, 140 years ago on the 24th of last month; the second in 1783, and the third in 1824. Thus, nearly half a century intervened between the times of his first and last arrival. Great changes had taken place in the interval of forty-seven years. George Washington, his almost idolized commander, was no longer here to welcome him. Adams, Jefferson, and Madison, who had been numbered among his intimates in the old days, had each in his turn served in the chief magistracy of the young Republic which he had helped to found. The war of 1812 had become merely an unpleasant memory. The great disturbing human factor of the period had at length been quieted on the lone island of St. Helena. France

was in a stage of transition; the revolution of 1830 was six years off. James Monroe, who was in the battle of Brandywine with Lafayette, was now President of the United States. The area of the Nation had been broadened by the acquisition of Louisiana and of other territory. The number of the States had nearly doubled since the Revolution. Settlements and villages were dotting those parts of the country that were unpeopled when Lafayette was a young man; hamlets had become towns; towns had become cities; cities had grown to amazing proportions; Washington had been founded and partly built, and the national capital had been moved there from Philadelphia. The years had had their tragedies: Hamilton had fallen at the hands of Burr, and Burr's unbridled ambition had been his own undoing; Dorothy Payne, after becoming Mrs. Todd,

had become Dolly Madison, and had reigned through Jefferson's and her husband's administrations. She was no longer First Lady of the Land, but she still held her place as "Queen of American Society."

A new generation had come upon the scene. New leaders claimed popular attention and interest. Some of them were exceptionally able men. There were, for instance, Clay, Calhoun, Randolph, and Webster. Lafayette was to lay the corner stone of Bunker Hill Monument, and to hear the great New Englander deliver, on that occasion, one of his finest orations.

The reception of Lafayette, on his last visit, was as spontaneously enthusiastic as that which Joffre and New York were receiving today. New York was comparatively small then, but it seemed, to witnesses of the scene at the Battery, that when the guest of the Nation arrived the whole population was there to welcome him. The city was decorated, much as it has this week, with a great display of bunting, the Stars and Stripes and the Tricolor being everywhere intertwined. The landing initiated a series of ovations which extended over the length and breadth of the country. Lafayette, in response to popular demands, made a tour through the twenty-four States then in the Union, covering altogether 5,000 miles. His reception in Boston, Baltimore, Philadelphia, and other of the larger communities, was correspondingly as enthusiastic as that in New York. In New England, boys and girls strewed flowers in his path. He went into the small as well as the large towns. He was received with special honors by the President, with special distinction by Congress. He was presented with a purse containing \$200,000, and with a township of land. He was lionized socially. From the moment of his arrival to the moment of his departure he was the recipient of every thoughtful and delicate attention.

Early in his visit he went to Mount Vernon and paid tribute to Washington. He dedicated a monument to Baron DeKalb at Camden, S. C., and participated actively in many other functions. Those were still coaching days, and Lafayette was continually in demand at country homes. This will partly explain the number of chambers and beds in which he slept that are still to be found along the route of his travels. Whenever possible, the chambers and the bedsteads were preserved. Rooms in which Lafayette slept, beds upon which he reposed, are very plentiful in New England today. Probably most of them are genuine. One likes to think they are.

The Bunker Hill Monument corner-stone laying brought people from all parts. One account says that "everything on wheels and everything that had legs" moved toward the historic high ground in Charlestown on that day. Webster was at his best. Lafayette met and greeted many survivors of the battle. When he arose to perform his part of the ceremony the enthusiasm knew no bounds. He stood silent for minutes before the mass of cheering people. Tears coursed down his cheeks. Here was the apotheosis toward which all previous manifestations of appreciation and gratitude had been tending.

CENTRAL EUROPE

Naumann, Friedrich. Central Europe. A Translation by Christabel M. Meredith from the original German of "Mitteleuropa." 8vo, xix-354 pp. New York: A. A. Knopf. \$3 (gold) net. Postage, 14 cents.

A digest of a notice of his book in its original form, written from the Roman Catholic, anti-Protestant

standpoint, was discussed in these columns last winter. In that notice the book was correctly described as "the most widely read volume in the Fatherland . . . popular, brilliant, people of humble intellects can readily comprehend it . . . its acceptance amounts almost to a religion." While then, the book does not attain the authority of an "official document," it evidently expresses the political aspiration and definite aims cherished by thinking Germans. "Central Europe" stands for Germany plus Austria-Hungary. And the volume surveys the territorial, economic and industrial, constitutional, statistical, and historical factors which, in the author's judgment, are making for a closer union of Germany with the Dual Empire. The union proposed is indeed economic, and has as its object the infusion into Austria-Hungary of German (i.e., Prussian) methods in fact. What the conclusion of such an economic union would be is vividly illustrated not only by the progressive Prussianisation of all Germany, but by the present absoluteness of control exercised by Germany over the Teutonic Allies and their entire governmental administration. Its logical end is government from Berlin of all the area included in "Central Europe." This end is only thinly veiled in Naumann's discussion. As a "formulation current German thought" the volume deserves the closest reading. And that reading will, by the way, illumine one of the Allies' expressed conditions of peace—the partition of the Dual Empire. That partition would checkmate what to German ambitions still appears realisable.

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Talks to Mothers

No 5

In bottle feeding, be careful to give the food at regular intervals, using like dilutions of equal amount each time. If baby is asleep at meal time, arouse him gently and give him the food. Remember that an infant is a creature of habit, and can be readily trained to sleep between meals, waking of his own accord when food time approaches. Do not give too large a quantity of food at a time, as it may cause indigestion and bowel trouble.

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BATTLE-SKY FILLED WITH BRITISH Fliers

German Airplanes a Rare Sight
And Rapidly Becoming
Rarer

British Headquarters in France, April 30, (via London).—Out of the high, thin air, where the fighting birds fly in a sort of dream world of adventure, have come within the last few days still more wondrous stories of dauntless deeds and feats of aerial tilting to spread the welcome glamor of romance over the more sordid side of the war. Above the British lines and far within the enemy territory the blue Spring skies have been filled with daring planes that seem to flash in and out among the bits of floating cloud with the speed of the very sunbeams that sparkle and play upon their silver sides and all but transparent wings.

Practically all the visible machines bear the red, white, and blue target markings of the Allies. It is seldom that hostile battle birds with the Maltese cross upon their spreading wings venture across the fighting lines. The British aviators report that it is very difficult just now to get the German aviators into close fighting. They say that the Germans appear unwilling to engage in that sort of warfare and continually attempt to break off the combats.

Two fast British machines far in the enemy's domain saw what appeared to be a flock of German planes headed toward the British lines. The two British airmen climbed a couple of thousand feet to have a better look at the strangers. They then saw that it was a formation of fourteen machines composed of fighting scouts and heavier two-seaters, probably intent upon a bombing raid. The odds were rather heavy against them but the British fliers decided to have a go at the hostile airmen. For three-quarters of an hour there followed an extraordinary battle.

Having faster and better maneuvering machines than anything in the German formation, the young Britons played about their fourteen enemies like a pair of giant hornets. They dived at them time and again, firing bursts of machine gun bullets as they passed. With superior speed and climb, the British machines were able to adopt such tactics as suited their purpose, and from the moment of the first attack the formation of the German machines began to break up.

After two of their machines had been set on fire and destroyed and a third sent spinning down to an undoubted fatal crash, the hostile squadron was completely disorganized, the surviving machines turning about and making for home.

Another story has to do with the narrow escape of a young British naval aviator who sailed forth on a recent bright afternoon to "strafe" a German balloon he saw in the air some distance back of their fighting lines. Nowadays whenever a British plane crosses the lines within a mile or two of a German balloon station S. O. S. signs ascend and the balloon is hauled down as fast as motor-driven winches can drag it. The pilot was not to be thus foiled, however. When he got near the balloon it was only 20 feet from the ground, but he dived for it, despite the protecting machine guns which were sending up perfect fountains of steel-jacketed bullets.

The balloon began to smoke in several places, and the British aviator was diving at it again when his engine was hit. The navy chap managed to get himself home like a wounded pigeon, nevertheless, crossing the fighting lines at less than fifty feet. Being a naval man, he officially described his home-coming as "limping into port."

Several other aviators recently attacked German balloons on the ground. The correspondent spent most of Sunday on the battle front, but saw no German balloons up after British airmen had destroyed two early in the morning.

On Saturday afternoon a British fighting scout was just taking the air when he saw an "Archie" battery fire at a German machine high in the clouds. The Briton deliberately began to climb through this fire to engage the enemy, but the latter saw him coming and streaked for home. The Britisher followed him for several miles, firing all the while, but finally ran out of ammunition.

One pilot described the sensation of passing through a firing zone as similar to that received in a small boat rocking upon the swell of a fast passing steamer. Often the pilots of artillery observing machines have been able to catch glimpses of the slow-moving heavy howitzer shells. It is related of one of the British pilots that some time ago he saw a big German howitzer shell coming apparently direct for him. It whizzed by harmlessly, however, but the pilot was so angry that he spotted that particular gun, dived at it, and fired an entire drum of machine-gun bullets at the crew. He had not time to stop to see what damage, if any, his vengeance had caused.

British Wing 20; Issue 15

London, April 30.—Only local fighting has taken place on the British front today. General Haig's troops improved their positions last night on the line between Monchy-le-Preux and the Scarpe River, while today the enemy made an at-

American Engineers Now Will Do This Work In France



This is the kind of work that the American engineering regiments, now being recruited in nine large cities, will do in France. The photograph shows a French engineering regiment erecting a "mushroom" bridge at Soissons to replace the one blown up by the Germans in their retreat. The structures, erected by the Engineering Corps, are called "mushroom" bridges because of the rapidity with which they are constructed.

tack on these new positions, but he was completely repulsed.

In air battles yesterday and last night the British brought down twenty air-planes, either destroyed or forced to the ground out of control. Fifteen British machines are missing. In addition, bombing squadrons attacked points of strategic importance behind the lines. Three enemy trains were hit.

The official statement issued this morning says:

In a small local operation between Monchy-le-Preux and the Scarpe River we captured a few prisoners and improved our position during the night.

Our troops also made a successful raid north of Ypres, capturing 18 prisoners and a machine gun.

Tonight's report follows:

An attack made by the enemy during the day upon our new positions between Monchy-le-Preux and the Scarpe River was completely repulsed. The hostile artillery has been active on both banks of the Scarpe.

There was great activity in the air yesterday, and during the night bombs were dropped with effect on a number of points behind the enemy's lines, causing several fires and in one case a large explosion. Three enemy trains were also hit by our bombs.

The enemy fought hard to protect the points attacked. In the course of the fighting ten German airplanes were brought down and ten others driven down out of control. Fifteen of our machines are missing.

Reuter's correspondent at British Headquarters telegraphs that the Germans are continuing to bring up fresh troops and to deliver counter-attacks, more particularly in the neighborhood of Oppy, and from their trench system down to Gavrelle. The British hold the windmill northeast of the latter village and have improved their post along the southwestern slope of Green Land Hill. Continuous fighting is in progress around the Rœux Chemical Works.

"In a general way," continues the correspondent, "the situation this morning along the front of the attack, which began at daybreak on Saturday, is that we hold the German front line from the point where the Baillie-Blache loop line crosses the trenches north-east of Gavrelle to the fork in the Oppy line, between that place and Arleux. Beyond this fork we hold the German support line for a length of about 1,200 yards. Thence our front continues just east of Arleux.

"Various German documents that have been captured urgently emphasise the necessity of economising strictly in the expenditure of shells of all types, as the dearth of material is seriously minimising the output of supplies. It is also urged that the artillery officers be trained to employ guns, the inner tubes of which are worn out, upon targets which do not necessitate very accurate shooting, as the output of new guns is limited."

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on either side of the Atlantic. This simple ceremony typifies the material and spiritual ideals now gaining a new and irresistible force in the land of Lafayette and Poincaré and the land of Washington and Wilson. God grant that this co-operation and friendship, cemented by the blood of your soldiers and sailors and our soldiers and sailors spilled in the cause of liberty more than 100 years ago, may speedily achieve a new and lasting victory for peace and liberty throughout the world."

Replying, Ambassador Jusserand said:

"Mr. Secretary, such is the parity of dispositions among the Americans and among the French that in expressing your sentiments on this important occasion you also expressed mine. I have only to add my heartfelt thanks."

"An important occasion indeed. In those stirring times of long ago which you so kindly have recalled, France did a thing which for nearly a century and a half had never been duplicated, coming as she did with all her resources in men, ships and money to the rescue of a people that was fighting for the principle of national independence. She came with the express understanding that all she wanted to gain was freedom for you and for herself your friendship. In this she succeeded."

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Two Amendments To Constitution Adopted By Reichstag Committee

London, May 6.—Further amendments have been accepted by the Reichstag Committee on Constitution, now in session. A Berlin despatch reports that on Saturday the committee adopted a joint proposal by the Center, National-Liberal and Progressive Peoples' Parties to alter Articles 53 and 66 of the Imperial Constitution, as follows:

Article 53.—The navy is under the supreme command of the Emperor. The organisation of its structure is referred to the Emperor. The Emperor appoints the officers and men and officials of the navy under the counter-signature of the Imperial Chancellor or the Secretary of State for the Admiralty as his representative. The officers and officials and men of the navy swear allegiance to the Emperor.

Article 66.—The appointment of officers and military officials of a State contingent is made under the counter-signature of the War Minister of such contingent. These War Ministers, with the exception of the Bavarian, are responsible to the Reichstag for the administration of their contingents.

The proposals, says the telegram, were adopted over the votes of the Conservatives, who asked why at this moment, when German officers had most brilliantly stood the test of war, alteration should be made in the principles under which they hitherto have been appointed. If the appointing of officers is placed under the control of the Reichstag, then the personal relations of loyalty to the Monarch will be prejudiced, the Conservatives argued.

A Progressive member pointed out that under the new regulations the War Ministers of the States will become responsible to the Reichstag, but there is no thought of establishing a Parliamentary army or undermining authority.

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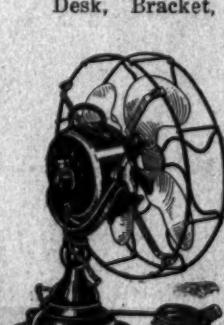
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Let us introduce that splendid storyteller, Miss Mesopotamia of Jonah Town and the Two Great Rivers, Tigris and Euphrates.

We are of Jonah Town, because her home was at Mosul, which in Jonah's day was Nineveh.

Soon you will hear that General Maude is at Mosul, having expelled that latter-day Jonah, the Turk. And when that is done it will mark the final catastrophe to the Turk in Mesopotamia.

And if you read this fine story which Miss Mesopotamia has written and for which she won Hodder and Stoughton's Thousand Guinea Prize, you will have a vivid sense of the nature of the historic lands and the interesting people which our soldiers are at this moment rescuing from the Turk. It is a most fascinating picture, never to be forgotten when you look at the map again, and the book appears at a happy moment.

It brings you into romantic touch with the remains of ancient civilisations, and with the exploring parties who delved in them today and rewrite history from what they find.

And around one such party, with adventures not a few, the story circles with color, movement, and excitement. The story is a brilliant one, moving with ease and sureness through scenes and peoples which are becoming more real to us every day. "Watch Mesopotamia," says Lord Curzon.

Miss Mesopotamia, who tells the story, is a veritable Diana and most herself when mounted on a splendid Arab horse. Of course, her name is not Miss Mesopotamia, and that is the one fault of the book. She is called "Miss Haroun Al-Rachid," a name which simply won't stick in a hot climate, for it curl's up and off in the sun! And even the name of "Haroun Al-Rachid" is only another nickname. Her real name is Miss Rathia Jerningham, and she is the daughter of Sir Horace Jerningham, whose splendid success as an explorer had won him fame and a title. But her energy certainly did not come from her leisurely father. All the dash and vim came from her mother—a woman of Kurdistan—a descendant from the Uncle of the Prophet Mohamed—of the race of hereditary Pashas of Amadiyah. No wonder she rode like Diana and was as good as her father at his work of excavation.

The Writer of the Book

So here her name must be "Miss Mesopotamia," and we wish that was the title of the book. For does not "Mesopotamia" mean "The Land Between the Rivers" and certainly she is the Lady of Mesopotamia throughout this book and ever after in the memory.

As you read you wonder at the vitality of the writer of the book. You ask yourself—How does she know all this? Has she been in such and such a place and done this and that? And you feel that you are reading a personal adventure—so vivid and vital is the story. You wonder whether the writer could write another such story, and if not what sort of story she will write next. She is a writer about whom you want to know more.

Her name is Jessie Douglas Kerruish, and the book is dedicated to the memory of her mother and father, Margaret Duncan and Moses Henry Kerruish. But the real writer, Miss Kerruish, is not to be identified with Miss Mesopotamia, who tells the tale in the book. And now it is time you heard her speak, and these are some of the things she says in this book, which is called Miss Haroun Al-Rachid. (5s. net.)

The Return to Jonah Town

The family are on their way back to Mosul after a visit to England.

"We were in the Tigris plains. The fact became more apparent during each hour's sunny ride; with rolling steppes around, arrowy Tigris generally in sight, and always sharp mounds; the graveyards of dead cities, rising and sinking on horizon and foreground as we rode on. The tribes, Kurd and Arab, were coming down from the summer pastures, the dells and hillocks were spotted with black-tent encampments, exactly like that Abraham Ben Tharach must have pitched on his halts between Ur and Mamre. We could not halt near one, to greet an old friend or beg a drink of laban, but the news: 'Shishman Jerningham Agha is back, he hath been made a Pasha by the Sultan Victoria, and Mosulean Khatoun—(the Lady of Mosul)—is back like wise with a mighty firman' would run round the tents before we had dismounted.

"Then would all the tribe tumble out, yelling as only Arabs and eagles can yell, the women sounding the maddening, flute-like Tahil until one understood how, with a girl on camelback in front to craze them on, the Arabs once conquered half the world.

"We headed quite a respectable cavalcade when we reached Tel Kef on a sun-bathed morning.

"Tel Kef is the last stage as you come to Mosul from the north, and as we had sent telegraphic notice of our coming ahead, most of our Mosul intimates had ridden there to escort us home, in the dear and pretty Eastern way. The Vally sent an escort of honor, which met us before we reached the village, and we made an effective entry at the head of our shouting mob of Chaldeans and Arabs, with the grave Turkish soldiers at either side."

Where All Life and Time Began

"I knew my hair bristled as I reminded myself that my foot was on my native heath again, that, like the skull whereof Sa'adi sings, by birth and breed:

"It was King of the Two Great Rivers, I was Babylon's Lord." In short, that I had all Assyria before me wherein to search for the where-

withal to blacken the face of the Louvre [a rival] Expedition.

"Early evening saw us on the way again in a fairy world carved out of amber and lying under a canary-colored sky, lit by a throbbing, rayless, orange sun. We did no outrage to the poetry of the scene as we cantered along in a cloud of yellow dust, a picturesque cavalcade, prim, trim, Europeans and gorgeous Oriental notables at the head, behind a dancing, gesticulating press of Arabs and Chaldeans on foot, or horseback, or camelback. By our road flowed arrowy Tigris its golden banks reflected, golden, in its lapping depths, dark hulled and golden-mailed boats, heaped with yellow grain or tawny limestone, floating slowly on its scintillating ripples, the scorched plains dimpling up and down around, all varied shades of gold and amber, and in front a huddle of hills, near and distant, peaking up yellow and violet in broken streaks.

"A golden country. A country with a past of gold and a future that may yet be golden. Ah, my Land of the Two Great Rivers, where all Life and Time began!"

Where Jonah Is Buried

"In time two vast mounds detached themselves from the line of the distant hills, and stabbed up close before us. The one, steep-sided and flat of top, was Kouyunjik, famed Kouyunjik, the Shambles Mount, where early explorers unearthed half the sacked and fire-scorched palaces of Nineveh. The other, Nebbi Youm, the Virgin Mount, distinguished by the dome above the tomb of the Prophet Jonah, which stands near the top, and, by making the pile holy ground, has kept it inviolate from pick and spade.

"Then we went up a dip, and, lo, before us Tigris full of craft, and on the opposite bank a fairy line of wall. And beyond the wall and reflected with it in the yellow water clustered trees and houses, and gilt-splashed Musjid domes, and leaning minarets a-plenty, and the gaping, black Water Gate, and the mixed black and green of the cucumber gardens established at the wall-foot in the mud left by the shrunk autumn river, and in short, every well-loved, well-remembered detail of 'old Mosul.'

In Jonah Town

"White walls, dark-arched gate, my own doves fluttering about lightning flashes as they skimmed through sun from shade to shade—scraps of red evening sky shivering between the branches of the poplars and sycamores, the court floor a shifting network of broken shade and palpitating scraps of light. And the servants swarming round so eagerly that I could not step down from the mounting-block, but must needs stand elevated and introduce Evelyn (her sister) to them, for all the world like a heathen priestess showing off her patron goddess. And Evelyn sat on her tall horse, and the elder folk cried: 'The Khatoun! Effen is come again!'" (She was like her mother.)

Then they set out on their Excavation, accompanied by an excited crowd of natives who were to uncover the ruins.

"'Allah Hu!' they sang. 'We be the children of Shishman Jerningham Pasha, and of Mosulean Khatoun (Miss Mesopotamia). Matches in his beard who contradicts us! Allah Hu! Shishman Jerningham is fat; under his shadow we live! Mosulean Khatoun hath red hair; it is a beacon whereto the wise and industrious flock! The hair of the sister of Mosulean Khatoun is golden; it is as plentiful as the gold her father bestows on his men! Allah Hu! We be the wise, we be the industrious, the wise of the Two Rivers, be we! We will eat sheep, we will arise and uncover Jinn images wrought by the Kafurun of old, even we will uncover them! We will send them into the land of the Franks, even unto Frankistan will we send them, that Sultana Victoria

"Rapid, even motion down a stream of steel, pearl-flecked and cutting through a land all vivid black and white in the moonlight. A cool, following breeze, banks gliding back to meet it; sharp-cut, black or moon-silvered as they were high or low, a breathless, airy silence around; over all a sky of dull blue velvet blazoned with great, flickering stars. There may be short of Paradise, some more ethereal pleasure than a raft voyage down the Tigris, but I doubt it."

A Chant of Sailors

"The hush was scarcely affected

by the sound of the poles, dipping

rhythmically to the tune of a chant

sung in a whisper, a chant which

the sailors of Sennacherib probably

sang, the same note for note as, his

galleys, of Karun pirate-build,

dropped down that same stream to

the beleaguered of Babylon, six-

and-twenty centuries before. There

was nothing to jar, either, in the

subdued laughter that drifted down-

Last Tribute To Those Who Fell In Russian Revolt



Breshka Breshkosi, known as the "Grandmother of the Russian Revolution," at the funeral of those who died that Russia might be free. She spent many years in Siberia, but returned to Petrograd together with many other Russian patriots after the overthrow of the Tsar.

may say her Salat before them on the Nazarene praying-day!"

On the Tigris

They float away down the Tigris:

"The kelek, or Tigris raft, is a simple affair: a platform of poles and bamboos buoyed on inflated sheepskins. For passenger use little cabins are built on it, and it will bear you safely down stream so long as you do not run into the bank, or scrape over a sunken rock and burst the skins. It is identical with the craft that conveyed the stones and sculptures to the palaces of Nineveh and Assur when they were a building, thirty centuries ago. You can see them represented on the Khorasab and Kouyunjik bas-reliefs, and the modern kelekji infests the skins in the primitive, lung-power way also portrayed in the same works of art: though, of late, a few enterprising workers have discovered the utility of the bicycle pump."

"Our autumn evening in the Land of the Two Great Rivers was like a summer afternoon in the West. The roofs, domes, minarets, and trees of Mosul cut sharp outlined, against the even, greenish sky; the plains, melted into golden haze on the horizon; a tender breeze from the far-off Kurdish hills stirred our hair and fanned our heated cheeks. Soon we were in full current; Mosul slid out of sight behind us. Few other craft were abroad: the banks were deserted, save where here and there an irrigation machine, bullock or donkey driven, peaked up, gallows-like at the water's edge. We had the stream to ourselves in silence only broken by the splash of the kelekji poles and the river's lilt undertone as it flowed with us, splintered into a million glancing, opalescent ripples."

"Then they set out on their Excavation, accompanied by an excited crowd of natives who were to uncover the ruins.

"'Allah Hu!' they sang. 'We be the children of Shishman Jerningham Pasha, and of Mosulean Khatoun (Miss Mesopotamia). Matches in his beard who contradicts us! Allah Hu! Shishman Jerningham is fat; under his shadow we live! Mosulean Khatoun hath red hair; it is a beacon whereto the wise and industrious flock! The hair of the sister of Mosulean Khatoun is golden; it is as plentiful as the gold her father bestows on his men! Allah Hu! We be the wise, we be the industrious, the wise of the Two Rivers, be we! We will eat sheep, we will arise and uncover Jinn images wrought by the Kafurun of old, even we will uncover them! We will send them into the land of the Franks, even unto Frankistan will we send them, that Sultana Victoria

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GERMANS FIGHTING ON SCANTY RATIONS, U. S. CAPTIVE TELLS

Yarrowdale Prisoner Could
Scarcely Swallow Food Given
Him and Learned It Was Lit-
tle Worse Than Army Got

SAW GERMAN SMALL BOYS MARCH TO WORK STARVING

They Begged Share Of The
Prisoners' Bread, But Condi-
tion Of The Latter Was So Bad
As To Dull All Generous Feel-
ing

Dr. McKim, the American veteri-
narian who was on the White Star ship
Georgic in charge of 1,200 horses when
she was sunk and her crew taken to
Germany on the Yarrowdale, gives
herewith the last instalment of his
experiences, the others having already
been printed. Dr. McKim is the first of
the Yarrowdale party to return to
America and tell his story.

By Dr. Orville E. McKim

Arriving in Swinemunde, where
Barowitz, the sleepless demon of the
Yarrowdale, was hailed as a hero
and afterward decorated—we were
kept all day December 31, as well
as throughout the night, without being
allowed on deck for air. All
were locked up in the coal bunkers
and poop, jammed in like sardines,
without any facilities for sleeping or
washing. The Germans had forgot-
ten we ate.

I began the New Year by being
taken ashore in the first boatload,
where we were to be held prisoners,
because, as we were informed, hav-
ing been caught aboard a British
armed steamer, we were regarded
as part of the British navy. I can
testify now the Germans bear no love
for the British navy, judging by their
treatment of us.

It was about 3 o'clock when I got
foot on German soil. German
soldiers had been set to work digging
post holes to construct a stockade
within which we could take what
little exercise was permitted to us.
Herding us into a long shed, we
made a tough looking crew, since
the coal dust had been ground in
and our clothes were ragged. I had
been the last four days on the
Yarrowdale without any water for
my face and hands. However, since
our new quarters were not equipped
with mirrors, our appearance did
not worry us much.

Soon they sorted out the officers—
I was rated as an officer—and we
were put into filthy barracks and
given straw mattresses with two
woollen navy blankets. In spite of
the prevailing conditions I took the
first good night's sleep I had had for
three weeks. It affected me like a
narcotic for I fell in the morning as
if I were in a stupor, and it was al-
most impossible to recover my
senses.

Single Loaf for Three Men

We had slept most of the day and
got our first "meal" at night, when
a loaf of bread was allowed to every
three men. We received some of the
beverage disguised as coffee and
made according to Hindenburg's pre-
scription for prisoners, but by this
time I had learned to drink it. I had
caught up somewhat on sleep and
began to look about and pick up
stray bits of gossip. One of the
sailors who had been on the Yarrow-
dale came to the prison the next day.
He had no love for Barowitz, al-
though I could see he was forced to
admire him.

"Lieut. Barowitz has gone out
again," he informed me. "He left on
a submarine this morning. You know
he was on the U-boat that sunk the
Lusitania, but he was only in the
crew then. He has been decorated
for bringing back the Yarrowdale."

I didn't wish that submarine any
more luck than that she should get
caught in an English net heavily up-
holstered with mines.

I also spoke to a German officer
who had been winged in the arm
and was here convalescing. He was
a better master of English than I was
and a very decent chap. "When do
we get something to eat?" I asked
him. "We are all starving here."

He looked at me in amazement
and replied: "Why, you got two hot
meals yesterday, didn't you?"

"Some barley soup and some
noodle soup" was my answer, "but
you couldn't call them meals. The
noodle soup had to be labelled in
order to recognize it."

"You are getting precisely what
we are," he said.

"Please don't insult my intelli-
gence," I remarked. "You don't ex-
pect me to believe a man can fight
on rations like these!"

"Well, I will admit we get a little
better than this at the front," he
concluded. This gives some idea of
what the German fighting men face
in the way of food.

On January 4, we were told that
next day we would be taken to an-
other camp. At 4 o'clock in the
morning a detachment of soldiers
awakened us and we were marched
to a railroad station called Ostwie, about
a mile from the barracks. There we stood in our pitifully
meagre clothing and shivered in a
driving snow storm and bitter cold
wind for more than an hour, waiting
for the train to be made up, al-
though the authorities knew the day
before that we were to be trans-
ferred. I can tell you that my heart
ached for the beautiful blue navy

Now Dynamiting U-Boats As They Once Killed Fish

Dynamiting submarines, as people used to dynamite fish before it became illegal, is the latest scheme of the English, according to Dr. McKim, the American veterinary surgeon who recently returned from a German prison camp, where he was one of the Yarrowdale prisoners, and who has been telling his experiences.

"They attach a giant bomb to the tail of a patrol boat or destroyer," says Dr. McKim, "and drop it when a submarine is sighted. It explodes at a given depth and nearly blows the patrol boat out of the water. But the water transmits shock so readily that it also destroys the U-boat."

blankets taken from us just before we left the barracks.

German Work Boys Starving

For breakfast we have had a cup of Hindenburg coffee and the inevitable third of a loaf of bread. This is to last for the journey, so we carry the remainder of the loaves in our hands. While we wait for the train a number of very young German boys file past, apparently on their way to work. The poor little devils look half frozen and worn out, and their faces bear the unmistakable pinch of hunger. When they see the bread in our hands they reach out for it and beg piteously for a few pieces.

When we reached our destination, Neustrelitz, some of us literally had to be lifted out of the carriages. We were marched to a store house, where each man procured a "matress." I use quotation marks because these mattresses were unique. They were stuffed with a mixture of waste paper, leaves, chips, excelsior, shavings, twigs, ferns and dirt. In short, they were padded with sweepings, and good taste forbids the detailing of everything found in them.

At 11:30 that night we received a tin dish of garbage. I know it was garbage because, in mine I found prune skins, prune pits, a few pieces of gristle, some bay leaves and several bits of foreign matter. The majority of the men could not eat a mouthful of this mess.

It was an infernal night. When morning came, some semblance of order was instituted. Lieut. Roush, a little army officer who was in command of the camp, didn't know anything about running it, and didn't want to. Hans Fagri, fourth officer of the Voltaire, spoke better German than any of us and being our spokesman naturally assumed a sort of leadership. Lieut. Roush practically turned the administration of the camp over to him. We owe a great deal to Fagri.

Set Men Instituted

After that first night's meal we have a regular set menu. Twice a week we are supposed to have meat. The Germans tell us that it is ground meat, but I doubt it. Only twice in the entire month we were at Neustrelitz did we get real pieces of meat. Twice a week we find mixed with the potatoes and turnips some salt herring or fish roll. Many of the officers cannot stomach this delicacy, and it is pitiful to see our horsemen, firemen and sailors lined up outside our barracks after meal time waiting to snare those bits of fish from our plates.

Four times during our stay at Neustrelitz we had salt herring at night in place of the bonemeal soup. There were forty-four of us in the barracks, and with only two small stoves it was not possible for all of us to cook the fish. I ate mine raw, and also devoured a couple which other men could not eat, and I enjoyed them very much.

When I first arrived at Neustrelitz I used to walk five miles every day round and round the inclosure, which was bounded by three meshes of electrified wire, and a stockade of sword bayonets. I wanted to keep my muscles in trim, but the lack of food soon began to tell, and I found that I couldn't stand the exercise.

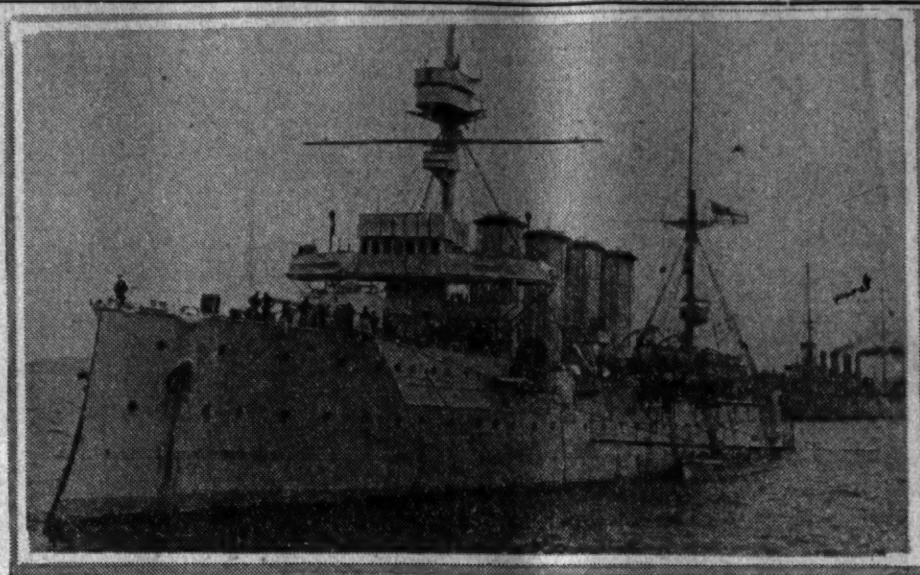
Our chief amusement became playing cards. It is surprising how difficult it can be to teach a man to play whist. Some of my companions who seemed to be otherwise very intelligent were almost impossible when it came to bridge. I owe them a debt

"The Richest of all Tinned Milks Tested"

Says the Committee on Infant
and Invalid Diet of the Medical
Missionary Association of China



British Cruiser Roxburg Visits New York



H.M.S. ROXBURGH.

Unannounced and with her mission unknown, the British cruiser Roxburg has arrived at New York, the first British warship to put in at that port since the war began. The Roxburg anchored near the American naval vessels Birmingham and Olympia. The photograph shows the Birmingham in the background.

of gratitude, however, for the mental exercise I got trying to teach them, probably saved me from insanity.

Relations When U. S. Severed

After the United States broke off diplomatic relations none of us thought we would be liberated until the termination of the war if we lived that long.

On January 25 we saw the sailors, firemen and horsemen of our company transferred from Neustrelitz to Dulumon. Each was bathed and his head was cropped and his clothes fumigated—a necessity of long standing. Two of the captains cried bitterly as they saw their men march by, dragging their feet, hopelessly.

The big blow came to those of us remaining when the Germans freed the men really regarded as neutrals, and we were held. It was a bitter day for me, and still no word from Gerard, to whom we had written. The letters undoubtedly were torn up in the camp, for we wrote repeatedly.

On the fifth of February, the Monday following the break in diplomatic relations, although we did not know then they had been broken, we were moved, and we started on the worst fifty-three hours of my life. The first has been the coldest winter for Germany in fifty years—and we know it.

Protest to Commandant

It was Saturday that we labored on and sent a letter to Major Schonebeck, the commander, and presented our case, telling him we neutrals were being illegally held. He granted us the interview we asked for and instructed his secretary to take down our statements. I will never forget this Major and his adjutant, Lieut. von Friesen. I have often heard the expression, "A soldier and a gentleman," and both these men typified it. But each had Americans and frankly gave us their reasons. Said Lieut. von Friesen to me one day:

"If it had not been for your American ammunition we would have won this war now. Do you blame us for hating you?"

Our statements were sent to Berlin and shortly we were called before the Major. He informed us we would be released at once.

"Do you want to go today or wait until tomorrow," he asked me. I acted as spokesman and replied.

"Today," I was taking no chances of a change of mind.

Once more we were put on the train, but it was still so cold we couldn't be down. Arriving in Karlsruhe, we were taken to a hotel, where we were questioned and searched. Fagri, the Norwegian, who acted as interpreter for us, and Drs. Davis, Snyder, Zabriskie and myself were removed to the prison camp in the centre of the square. The others—belligerents—were held for further questioning.

The prison camp at Karlsruhe was located in the middle of park, and the reason for the selection of this site we soon discovered. The Germans told us that Allied airmen had made a raid on the city some time before during a fete and had dropped

twice he had tried to escape and once had almost reached the Swiss border before being caught.

"You'll be shot," I warned him. "Not me," he answered. "I can throw up my hands too quick. And I'll be at it again as soon as the weather clears up," he declared hopefully. "Our greatest friend in Germany is Mr. Gerard. He has looked out for us prisoners and made the Germans look out for us. Now that he is gone I don't know what we will do. We all love him."

McKim's Conclusions

My conclusions from my experience are brief:

The Germans are short of men. I saw a soldier in Swinemunde sixty years old and suffering with tuberculosis.

"I'm sick," he declared, pointing to his chest and coughing.

With blind obedience they believe

in Hindenburg. All think they will win the war.

"With America we have several scores to settle," said Major Schonebeck to me one day in Karlsruhe, "and we might as well settle them now."

The Germans have been blinded because they have been fooled into believing the submarine war is a great success.

The British are getting and destroying many submarines. A new style is to attach a giant bomb to the tall of a patrol boat or destroyer and drop it when a submarine is sighted. This explodes at a given depth and nearly blows the patrol boat out of the water. Like dynamiting fish, the pressure destroys the U-boat.

The Germans don't realize what the United States means as an enemy.

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8	200	160	100	80	80	200
10	250	210	125	100	100	250
12	300	260	150	120	120	300
15	375	320	180	150	150	375
20	500	420	250	200	200	500

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DECLARES GERMANY'S BEGINNING TO CRACK

Loud Voices Heard and People's Silence Portentous, a Swiss Writer Asserts

LONDON SEES CRISIS NEAR

Bethmann Trying to Stop Critics, But Campaign Against Him Grows

(Special Cable to The New York Times)

Paris, May 7.—The Gazette de Lorraine, which keeps an ear close to the ground for internal rumblings in Germany, and is always well informed, publishes an editorial article, entitled "The Awakening of Germany," which is a striking indication of how little is known in the belligerent capitals concerning the great silent currents which are steadily gaining force.

The writer begins by stating that to "whoever is able to hear through well or see through curtains, there can be no doubt that the German Empire is beginning to crack and that big fissures, which are perhaps still invisible to the naked eye, are already developing."

The writer suggests that revolutions are always prepared in silence, an example of which was the Russian revolution, which was little suspected even by the Tsar. He goes on:

"So far we only hear the voices shouting on the house tops, such as Liebnecht's, which is now effectually stopped. Very significant are the speeches of Hoffman, the Socialist leader in the Prussian Chamber, and even more so the extraordinarily violent articles by Hermann Wendel, who combats German methods in Alsace-Lorraine. Wendel spent his youth in Alsace, and came to understand the sufferings of the down-trodden people, and has since become their most fervent champion. True, he enlisted for service in Belgium at the beginning of the war, but has since repented, having learned the truth. This is the same Wendel who, as the youngest member of the Reichstag, caused a scandal a year before war by shouting 'Viva la France!' during the session."

"Significant also is a daring campaign waged by a small paper, Die Action, published by Franz Premerfert, which, despite its pitiless disclosures, has escaped censure by dexterous means."

The writer says it is surprising to see the patience of the German government regarding the press and puts it down to the consciousness of its strength for which reason it allows much to be said, only surprising what might actually materialise into deeds. He cites the fact a young revolutionary poet, Johannes R. Becher, created a sensation in Berlin by reciting at a soiree a violent poetic diatribe against "the greatest General in existence," meaning Hindenburg. A book by him, entitled "To Europe," has been bought by the intellectual set in Berlin, who evidently sympathise with his ideas. According to the writer all this proves that the people who gauge the German revolutionary currents merely by well known publications, such as the Vorwärts and Simplicissimus, are very far from having sounded the depths of the current. The article ends thus:

"It is by this apparent passivity and silence to the voices, louder than the cannon from Flanders or Alsace that the awakening of Germany is being prepared. Today this is the only way in which discontent of the thinking element in Germany is able to react."

This article, published by one of the most authoritative papers in Europe, is thought here to be deeply significant, especially when taken in connection with Maximilian Harden's latest article in Die Zukunft.

POST CARDS Largest selection and lowest prices in town.

Burr Broadway

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down									
STATIONS.	Local	Slow	Coolie Goods	Fast	Local	Slow	Coolie Goods	Fast	Express
SHANGHAI NORTH dep.	12.55	12.52	9.00	12.20	10.00	12.20	10.00	12.20	10.00
SOOCHEW dep.	12.54	12.52	11.02	12.18	11.57	12.18	11.57	12.18	11.57
WOSHU dep.	12.51	12.21	11.45	12.05	11.52	12.17	11.52	12.17	11.52
CHANGCHOW dep.	11.2	6.10	12.47	11.01	12.47	20.45	12.00	12.47	20.45
CHINKIANG dep.	12.55	12.52	11.45	12.18	11.52	12.18	11.52	12.18	11.52
NANKING arr.	14.16	10.55	17.00	12.25	20.01	12.25	20.01	12.25	20.01
NANKING FERRY arr.	14.10	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
PUKOW dep.	11.50	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20
TSINANFU dep.	12.06	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
TIENTSHIN Bay	11.21	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
CENTRAL dep.	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
PEKING dep.	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Wooing Forts to Shanghai North—Up (Branch Line) Shanghai North to Wooing Forts—Down

WOOSUNG PORTS	8.55	8.15	10.45	12.10	14.40	18.20	19.00	19.55	22.10
KIANGWA	7.22	8.42	11.12	15.27	15.07	18.47	15.97	20.22	22.37
SHANGHAI NORTH	7.30	8.50	11.20	12.46	15.15	16.54	15.45	20.30	22.41

RENTS GERMAN SHIPS TO GREAT BRITAIN

Portugal Gets \$7,000,000 a Year For Use of 60 of 76 Seized

London, April 26. (Correspondence of The Associated Press)—Sixty of the seventy-six German merchant steamers which were in Portuguese ports when Portugal entered the war and which were promptly seized by the Government, have been turned over to Great Britain on a rental basis. England has rented the ships for \$7,000,000 a year, to be paid after the war.

What will become of the ships after the war, whether they will become the permanent property of Portugal or England, or go back to Germany, is much in doubt. But the prevailing idea is that the ships will go into Portugal's merchant marine, thus bringing it up to rather respectable proportions. The renting of the ships to England has caused a good deal of criticism, particularly at this time, when the lack of merchant ships is sending up the cost of living and disturbing the whole range of Portugal's exports and imports.

One of the most serious results from the lack of shipping is the coal famine gradually spreading over the country and affecting all branches of industry as well as domestic life. Ordinarily there is a drug on the home market.

Vessels In Harbor And At Woosung

Arrives	From	Ship's Name	Tons	Flag	Agents	Birth
Nov 4	Hankow	Albenga	1760	Ger. Garlowitz	US	
Aug 4	Hongkong	Bohemian	4222	Am. Am. Lloyd	B, VII	
Aug 5	Hongkong	Ohins	3888	Am. Am. Lloyd	B, VII	
June 14	Japan	Chikuzen maru	2578	Jap. N. Y. K.	NYK	
Aug 8	Hongkong	D. Kickner	2651	Ger. H. D. & Co	USA	
Dec 5	Nanking	Forums	185	Ger. H. D. & Co	US	
June 9	Chinawangtao	Feiching	904	Ch. C.M.S.N.C.	OWP	
June 13	Hankow	Hemping	600	Chi. H. Y. P. I. Co	HYP	
June 15	Foochow	Hesien	1461	Chi. O.M.S.N.C.	KIWW	
June 16	Chinawangtao	Hongchow	1682	Ger. Mischler	US	
July 15	Hankow	Meidam	727	Den. G. N. T. Co	P. I. D.	
July 20	Hankow	Meilee	1840	Ger. Mischler	US	
July 20	Tsingtao	Padinc	727	Den. G. N. T. Co	P. I. D.	
July 20	Hongkong	Tikiang	1840	Ger. H. A. L.	US	
June 14	Wooing	Wiesi	5315	Am. Am. Lioh	B IX	
June 14	Hongkong	Sungkia	1572	Br. E. & S.	WTW	
June 15	Hongkong	Wingsan	1517	Br. J. M. & Co.	SHW	
June 15	Hongkong	Wosang	1127	Br. J. M. & Co.	SHW	

Man-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
PAKRI	Apr. 16	Cruise	Monocacy	Am. g.b.	100	2	45	McFeaters
PAKRI	Apr. 29	Cruise	Palos	Am. g.b.	100	2	45	Delano
PAKRI	Apr. 12	Cruise	Antares	Am. g.b.	80	4	55	Lewis
PAKRI	Apr. 14	Cruise	Skar	Am. g.b.	343	33	120	Brown
PAKRI	Apr. 14	Cruise	Villelobos	Am. g.b.	370	6	55	Parrello

The French gunboat D. de Lagree and Decides, the Japanese gunboat Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list being dismantled.

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East Indies Year Book

A very comprehensive and handsomely gotten up survey of the Dutch East Indies has just been received by Mr. J. H. de Reus Consul-General for the Netherlands. This is the 1916, or first edition of the "Year-book of the Netherlands East Indies" compiled by the sub-Department of Commerce and Industry at Batavia.

The preface states that henceforth the book will be published annually. The chief object of the publication, it is stated, is to give the public both abroad and in the Netherlands some idea of the results achieved by the Dutch government as a colonial power and of the development of agriculture, industry and commerce.

There are good illustrations throughout and also a couple of excellent maps of the Malay Archipelago and Java and Madura.

SAVE YOUR TEETH!

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Where you have been so unfortunate as to lose some of your teeth, but still have a few left, even though they may be decayed and broken down, I can replace those lost teeth and renew those you still have, and by means of Bridge-Work of gold and Porcelain reproduce your original teeth.

Good solid teeth that you can chew anything on. It pays to save your teeth. Let me make you an estimate without charge.

Many people think that this class of work is beyond the reach of their pocketbook, but I assure you that you will be surprised when I examine your teeth and give you an estimate of the cost.

DR. C. CAMERON'S DENTAL PARLOR

54 Nanking Road, Shanghai:



U. S. Court For China

Judge C. S. Lobinger rendered the following decision in the U. S. Court for China, yesterday, in the case of Louis Ray Jordan:

The information, plea and statute invoked as regards penalty are the same in this case as in U. S. vs. Osman, Cause No. 483, decided March 17, 1916. The circumstances, however, are

GERMANS FIGHTING ON SCANTY RATIONS, U. S. CAPTIVE TELLS

Yarrowdale Prisoner Could
Scarcely Swallow Food Given
Him and Learned It Was Lit-
tle Worse Than Army Got

SAW GERMAN SMALL BOYS
MARCH TO WORK STARVING

They Begged Share Of The
Prisoners' Bread, But Condi-
tion Of The Latter Was So Bad
As To Dull All Generous Feel-
ing

Dr. McKit, the American veteri-
narian who was on the White Star ship
Georgic in charge of 1,200 horses when
she was sunk and her crew taken to
Germany on the Yarrowdale, gives
herewith the last installment of his
experience, the others having already
been printed. Dr. McKit is the first of
the Yarrowdale party to return to
America and tell his story.

By Dr. Orville E. McKit
Arriving in Swinemunde, where
Barowitz, the sleepless demon of the
Yarrowdale, was hailed as a hero
and afterward decorated—we were
kept all day December 31, as well
as throughout the night, without being
allowed on deck for air. All
were locked up in the coal bunkers
and pooped jammed in like sardines,
without any facilities for sleeping or
washing. The Germans had forgotten
us.

I began the New Year by being
taken ashore in the first boatload,
where we were to be held prisoners,
because, as we were informed, we
had been caught aboard a British
armed steamer, we were regarded
as part of the British navy. I can
testify now the Germans bear no love
for the British navy, judging by their
treatment of us.

It was about 3 o'clock when I got
foot on German soil. German
soldiers had been set to work digging
post holes to construct a stockade
within which we could take what
little exercise was permitted to us.
Herding us into a long shed, we
made a tough looking crew, since
the coal dust had been ground in
and our clothes were ragged. I had
been the last four days on the
Yarrowdale without any water for
my face and hands. However, since
our new quarters were not equipped
with mirrors, our appearance did
not worry us much.

Soon they sorted out the officers.—
I was rated as an officer—and we
were put into filthy barracks and
given straw mattresses with two
woollen navy blankets. In spite of
the prevailing conditions I took the
first good night's sleep I had had for
three weeks. It affected me like a
narcotic for I fell in the morning as
if I were in a stupor, and it was almost
impossible to recover my
senses.

Single Leaf for Three Men

We had slept most of the day and
got our first "meal" at night, when
a loaf of bread was allowed to every
three men. We received some of the
beverage disguised as coffee and
made according to Hindenburg's pre-
scription for prisoners, but by this
time I had learned to drink it. I had
caught up somewhat on sleep and
began to look about and pick up
stray bits of gossip. One of the
sailors who had been on the Yarrowdale
came to the prison the next day.
He had no love for Barowitz, al-
though I could see he was forced to
admire him.

"Lieut. Barowitz has gone out
again," he informed me. "He left on
a submarine this morning. You know
he was on the U-boat that sank the
Lusitania, but he was only in the
crew then. He has been decorated for
bringing back the Yarrowdale."

I didn't wish that submarine any
more luck than that she should get
caught in an English net heavily up-
holstered with mines.

I also spoke to a German officer
who had been winged in the arm
and was here convalescing. He was
a better master of English than I was
and a very decent chap. "When do
we get something to eat?" I asked
him. "We are all starving here."

He looked at me in amazement
and replied: "Why, you got two hot
meals yesterday, didn't you?"

"Some barley soup and some
noodle soup," was my answer, "but
you couldn't call them meals. The
noodle soup had to be labelled in
order to recognise it."

"You are getting precisely what
we are," he said.

"Please don't insult my intelligence," I remarked. "You don't expect
me to believe a man can fight
on rations like these!"

"Well, I will admit we get a little
better than this at the front," he
concluded. This gives some idea of
what the German fighting men face
in the way of food.

On January 4, we were told that
next day we would be taken to another
camp. At 4 o'clock in the morning
a detachment of soldiers
awakened us and we were marched
to a railroad station called Ostwinde,
about a mile from the barracks.
There we stood in our pitifully
meagre clothing and shivered in
a driving snow storm and bitter cold
wind for more than an hour, waiting
for the train to be made up, al-
though the authorities knew the day
before that we were to be transferred.
I can tell you that my heart
ached for the beautiful blue navy

Now Dynamiting U-Boats As They Once Killed Fish

Dynamiting submarines, as people
used to dynamite fish before it
became illegal, is the latest scheme
of the English, according to Dr. Mc-
Kitt, the American veterinary sur-
geon who recently returned from a
German prison camp, where he
was one of the Yarrowdale prisoners,
and who has been telling his
experiences.

"They attach a giant bomb to
the tail of a patrol boat or de-
stroyer," says Dr. McKit, "and drop it
when a submarine is sighted. It
explodes at a given depth and
nearly blows the patrol boat out
of the water. But the water transmits
shock so readily that it also
destroys the U-boat."

blankets taken from us just before
we left the barracks.

German Work Boys Starving

For breakfast we have had a cup
of Hindenburg coffee and the inevit-
able third of a loaf of bread. This
is to last for the journey, so we
carry the remainder of the loaves
in our hands. While we wait for
the train a number of very young
German boys file past, apparently
on their way to work. The poor little
devils look half frozen and worn
out, and their faces bear the
unmistakable pinch of hunger. When
they see the bread in our hands
they reach out for it and beg pitiful-
ly for a few pieces.

When we reached our destination,
Neustrelitz, some of us literally had
to be lifted out of the carriages. We
were marched to a store house,
where each man procured a "matress."
I use quotation marks because
these mattresses were unique.
They were stuffed with a mixture
of waste paper, leaves, chips,
ex-
cisor, shavings, twigs, ferns and
dirt. In short, they were padded
with sweepings, and good taste
forbids the detailing of everything
found in them.

At 11:30 that night we received a
tin dish of garbage. I know it was
garbage because, in mine I found
prune skins, prune pits, a few pieces
of gristle, some bay leaves and
several bits of foreign matter. The
majority of the men could not eat a
mouthful of this mess.

It was an infernal night. When
morning came, some semblance of
order was instituted. Lieut. Rousch,
a vile little army officer who
was in command of the camp, didn't
know anything about running it, and
didn't want to. Hans Fagri, fourth
officer of the Voltaire, spoke better
German than any of us, and being
our spokesman naturally assumed a
sort of leadership. Lieut. Rousch
practically turned the administra-
tion of the camp over to him. We
owe a great deal to Fagri.

Set Men Instituted

After that first night's meal we
have a regular set menu. Twice a
week we are supposed to have meat.
The Germans tell us that it is ground
up and mixed with vegetables and
water, but I doubt it. Only twice
in the entire month we were at
Neustrelitz did we get real pieces of
meat. Twice a week we find mixed
with the potatoes and turnips some
salt herring or fish roll. Many of
the officers cannot stomach this
dilicacy, and it is pitiful to see our
horsemen, firemen and sailors lined
up outside our barracks after meal
time waiting to scrape those bits of
fish from our tins.

Four times during our stay at
Neustrelitz we had salt herring at
night in place of the bonemeal soup.
There were forty-four of us in the
barracks, and with only two small
stoves it was not possible for all of
us to cook the fish. I ate mine raw,
and also devoured a couple which
other men could not eat, and I enjoyed
them very much.

When I first arrived at Neustrelitz
I used to walk five miles every day
round and round the enclosure, which
was bounded by three meshes of
electrified wire, and a stockade of
sword bayonets. I wanted to keep
my muscles in trim, but the lack of
food soon began to tell, and I found
that I couldn't stand the exercise.

Our chief amusement became play-
ing cards. It is surprising how diffi-
cult it can be to teach a man to play
whist. Some of my companions who
seemed to be otherwise very intelli-
gent were almost impossible when it
came to bridge. I owe them a debt

I also spoke to a German officer
who had been winged in the arm
and was here convalescing. He was
a better master of English than I was
and a very decent chap. "When do
we get something to eat?" I asked
him. "We are all starving here."

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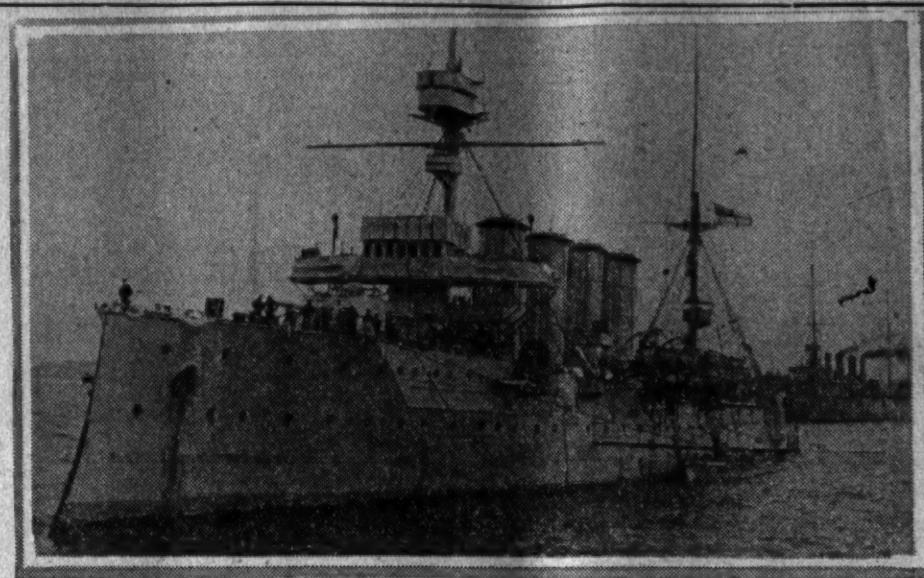
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though the authorities knew the day
before that we were to be transferred.
I can tell you that my heart
ached for the beautiful blue navy

British Cruiser Roxburg Visits New York



H.M.S. ROXBURGH.

Unannounced and with her mission unknown, the British cruiser
the first British warship to put in at that port since the war began.

Roxburg has arrived at New York, The Roxburg anchored near the
American naval vessels Birmingham and Olympia. The photograph shows the Birmingham in the back-

ground.

bombs on this park, killing two
hundred women and destroying the
theatre and museum. Therefore, it
had been decided to make a prison
camp in the park for officers so in
case of another raid the bombs would
kill the men of the enemy.

Witness an Air Raid

The second night in Karlsruhe, the
Allies' flyers serenaded us and
dropped bombs. Karlsruhe is an im-
portant concentration point, and this
is the reason for the raids. The
giant bombs dropped near the camp
—so near they shook the windows
and rocked the beds.

In the French bombs is a rocket
which shoots out and explodes when
the bomb strikes. This lights up
the vicinity so the airmen can see
what they have hit and also take
aim the next time. Most of us walked
out inside the stockade while this
was going on. We watched for the
rockets. Three raids followed the
first while we were in Karlsruhe, but
the first was the one in which we
were in the greatest danger. Alto-
gether, I should say that the Allies'
flyers must keep the citizens of the
great German city pretty busy.

The big blow came to those of us
remaining when the Germans freed
the men really regarded as neutrals,
and we were held. It was a bitter
day for me, and still no word from
Gerard, to whom we had written.
The letters undoubtedly were torn
up in the camp, for we wrote re-
peatedly.

On the fifth of February, the Mon-
day following the break in diplomatic
relations, although we did not know
then they had been broken, we were
moved, and we started on the worst
fifty-three hours of my life. The
last has been the coldest winter for
Germany in fifty years—and we know
it.

Protest to Commandant

It was Saturday that we col-
laborated on and sent a letter to
Major Schonebeck, the commander,
and presented our case, telling him
we neutrals were being illegally held.
He granted us the interview we
asked for and instructed his secre-
tary to take down our statements. I
will never forget this Major and his
adjutant, Lieut. von Friesen. I have
often heard the expression, "A
soldier and a gentleman," and both
these men typified it. But each had
had Americans and frankly gave us
their reasons. Said Lieut. von
Friesen to me one day:

"If it had not been for your Amer-
ican ammunition we would have
won this war now. Do you blame us
for hating you?"

Our statements were sent to Berlin
and shortly we were called before
the Major. He informed us we would
be released at once.

"Do you want to go today or wait
until tomorrow?" he asked me. I
acted as spokesman and replied.

"Today," I was taking no chance
of a change of mind.

Once more we were put on the train,
but it was still so cold we couldn't
dare lie down. At 9 o'clock Monday
night I had finished my bread and
sausage, the portion allotted when we
started our journey, and we had no
time to eat or drink until 5 o'clock
on Wednesday morning.

Our trip was a fast one. In Frank-
fort we waited twenty minutes, in
Berlin six, just long enough to
change trains. With us were two
detectives.

"Not guards but guides," explained

Twice he had tried to escape and
once had almost reached the Swiss
border before being caught.

"You'll be shot," I warned him.

"Not me," he answered. "I can
throw up my hands too quick. And
I'll be at it again as soon as the
weather clears up," he declared
hopefully. "Our greatest friend in
Germany is Mr. Gerard. He has
looked out for us as prisoners and made
the Germans look out for us. Now
that he is gone we don't know what
we will do. We will all love him."

McKit's Conclusions

My conclusions from my experi-
ence are brief:

The Germans are short of men. I
saw a soldier in Swinemunde sixty
years old and suffering with tuber-
culosis.

"I'm sick," he declared, pointing
to his chest and coughing.

With blind obedience they believe

in Hindenburg. All think they will
win the war.

"With America we have several
scores to settle," said Major Schone-
beck to me one day in Karlsruhe,
and we might as well settle them
now."

The Germans have been blinded
because they have been fooled into
believing the submarine war is a
great success.

The British are getting and de-
stroying many submarines. A new
style is to attach a giant bomb to
the tail of a patrol boat or de-
stroyer and drop it when a submarine is
sighted. This explodes at a given
depth and nearly blows the patrol
boat out of the water. Like dynamit-
ing fish, the pressure destroys the
U-boat.

The Germans don't realize what
the United States means as an
enemy.

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excels dairy milk and is cheaper in use.

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— and Mr. Knott
Insured says: "Maybe
they are going to my
house, and I haven't
taken out that policy."

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DECLARES GERMANY'S BEGINNING TO CRACK

Loud Voices Heard and People's Silence Portentous, a Swiss Writer Asserts

LONDON SEES CRISIS NEAR

Bethmann Trying to Stop Critics, But Campaign Against Him Grows

(Special Cable to The New York Times)

Paris, May 7.—The Gazette de Languedoc, which keeps an ear close to the ground for internal rumblings in Germany, and is always well informed, publishes an editorial article, entitled "The Awakening of Germany," which is a striking indication of how little is known in the belligerent capitals concerning the great silent currents which are steadily gaining force.

The writer begins by stating that "whoever is able to hear through well or see through curtains, there can be no doubt that the German Empire is beginning to crack and that big fissures, which are perhaps still invisible to the naked eye, are already developing."

The writer suggests that revolutions are always prepared in silence, an example of which was the Russian revolution, which was little suspected even by the Tsar. He goes on:

"So far we only hear the voices shouting on the house-top, such as Liebmecht's, which is now effectually stopped. Very significant are the speeches of Hoffman, the Socialist leader in the Prussian Chamber, and even more so the extraordinarily violent articles by Hermann Wendel, who combats German methods in Alsace-Lorraine. Wendel spent his youth in Alsace, and came to understand the sufferings of the down-trodden people, and has since become their most fervent champion. True, he enlisted for service in Belgium at the beginning of the war, but has since repented, having learned the truth. This is the same Wendel who, as the youngest member of the Reichstag, caused a scandal a year before war by shouting 'Viva la France!' during the session.

"Significant also is a daring campaign waged by a small paper, Die Action, published by Franz Preinfert, which, despite its pitiless disclosures, has escaped censure by devious means."

The writer says it is surprising to see the patience of the German government regarding the press and puts it down to the consciousness of its strength for which reason it allows much to be said, only surprising what might actually materialise into deeds. He cites the fact a young revolutionary poet, Johannes R. Becher, created a sensation in Berlin by reciting at a soiree a violent poetic diatribe against "the greatest General in existence," meaning Hindenburg. A book by him, entitled "To Europe," has been bought by the intellectual set in Berlin, who evidently sympathise with his ideas. According to the writer all this proves that the people who gauge the German revolutionary currents merely by well known publications, such as the Vorwärts and Simplicius, are very far from having sounded the depths of the current. The article ends thus:

"It is by this apparent passivity and silence to the voices, louder than the cannon from Flanders to Alsace that the awakening of Germany is being prepared. Today this is the only way in which discontent of the thinking element in Germany is able to react."

This article, published by one of the most authoritative papers in Europe, is thought here to be deeply significant, especially when taken in connection with Maximilian Harden's latest article in Die Zukunft.

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RENTS GERMAN SHIPS TO GREAT BRITAIN

Portugal Gets \$7,000,000 a Year For Use of 60 of 78 Seized

London, April 29. (Correspondence of The Associated Press)—Sixty of the seventy-six German merchant steamers which were in Portuguese ports when Portugal entered the war and which were promptly seized by the Government, have been turned over to Great Britain on a rental basis. England has rented the ships for \$7,000,000 a year, to be paid after the war.

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One of the most serious results from the lack of shipping is the coal famine gradually spreading over the country and affecting all branches of industry as well as domestic life. Ordinarily

coal costs about \$6.50 a ton, but the price now is \$27 and \$40 a ton.

Despite the pinch on shipping, Portugal had more foreign trade last year than it had before the war. For Lisbon alone the exports increased last year \$14,000,000 over the previous year, and the imports increased \$20,000,000. The trade with the United States was particularly active, increasing about 50 per cent over the previous year. One of the chief causes for this increase was the fall for American goods to take the place of German goods now shut out of the market.

Portugal's island colonies are also sharing in the shifting of trade away from Germany and toward the United States. Both Madeira and the Cape Verde Islands are doubled their business with America last year, largely because of the falling off of trade with Germany.

The submarine danger since Feb. 1 has interfered seriously with the trade in two of Portugal's products, wine and cork, and the English embargo on luxuries has further hit the wine trade, as England bought more wine from Portugal than from France, Italy, and Spain together. Oporto, the great wine center, is feeling the chief effect of the cutting off of wine shipments, and the depression is spreading throughout the regions which produce the famous ports and sherries. There were 15,000,000 gallons of these wines produced last year, and a considerable part of this huge product is locked up here, a drug on the home market.

East Indies Year Book

A very comprehensive and handsomely gotten up survey of the Dutch East Indies has just been received by Mr. J. H. de Reus, Consul-General for the Netherlands. This is the 1916, or first, edition of the "Year-book of the Netherlands East Indies," compiled by the sub-Department of Commerce and Industry at Buitenzorg at the government's request, and printed both in English and Dutch. It provides a valuable reference volume for the Archipelago, touching on every important phase of economics in the islands, from geography and agriculture to Government, industries, public service systems and the labor question. The preface states that henceforth the book will be published annually. The chief object of the publication, it is stated, is to give the public, both abroad and in the Netherlands, some idea of the results achieved by the Dutch government as a colonial power and of the development of agriculture, industry and commerce.

There are good illustrations throughout and also a couple of excellent maps of the Malay Archipelago and Java and Madocera.

SAVE YOUR TEETH!

I Will Help You

Where you have been so unfortunate as to lose some of your teeth, but still have a few left, even though they may be decayed and broken down, I can replace those lost teeth and renew those you still have, and by means of Bridge-work of gold and Porcelain reproduce your original teeth.

Good solid teeth that you can chew anything on. It pays to save your teeth. Let me make you an estimate without charge.

Many people think that this class of work is beyond the reach of their pocketbook, but I assure you that you will be surprised when I examine your teeth and give you an estimate of the cost.

DR. C. CAMERON'S DENTAL PARLOR

34 Nanking Road, Shanghai:



Men-of-War In Port

Arrives	From	Ship's Name	Tons	Flag	Agents	Bath
Nov 4	Hankow	Albenga	1762	Ger. Garibotti	US	
Aug 4	Hongkong	Sohemia	4222	Aus. Ans. Lloyd	R. VII	
Aug 5	Hongkong	Chinaman	8628	Aus. Ans. Lloyd	R. VII	
June 14	Japan	Chikuzen maru	2578	Japan. N. Y. K.	NYK	
Aug 5	Hongkong	O. Kickner	1651	Ger. H. D. & Co	USA	
Dec 5	Nanking	Fortuna	181	Ger. H. D. & Co	USA	
June 9	Chinawangtao	Felicita	994	C. M. S. N. Co.	GWP	
June 15	Hongkong	Hildegard	1385	Am. C. H. C. O. G. H. P. W.	NYK	
July 15	Foochow	Hinachi	1385	Am. C. H. C. O. G. H. P. W.	NYK	
June 15	Newchwang	Hangchow	141	Br. B. & C. C. O. G. H. P. W.	NYK	
July 15	Hankow	Meidam	1682	Ger. Meichers	US	
July 15	Hankow	Malise	1682	Ger. Malcher	US	
May 6	Cruise	Pacific	727	Ger. H. A. L.	US	
July 20	Hongkong	Sikiam	5318	Aus. Ans. Lloyd	R. IX	
June 14	Newchwang	Sungkia	1573	Br. B. & C. C. O. G. H. P. W.	NYK	
June 14	Hongkong	Wingsong	1517	Br. J. M. & Co.	SHW	
June 15	Hongkong	Wosang	1127	Br. J. M. & Co.	SHW	

MIKIMOTO'S

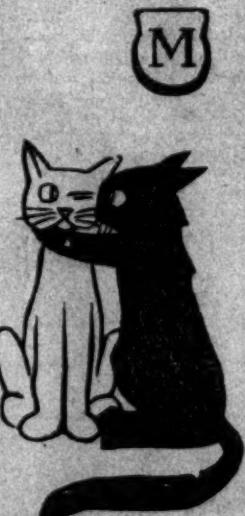
Culture Pearls

and

Jewels

MIKIMOTO PEARL STORE

31 Nanking Road,
SHANGHAI



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The Ekman Foreign Agencies, Ltd.

No. 6 Kiangse Road

Chefoo, North China

ASTOR HOUSE HOTEL AND ANNEXE

(Hotel Francais)

The leading hotel in Chefoo. Delightfully situated, facing the sea.

Comfortable single and double bedrooms, with bathrooms attached.

First class cuisine, under foreign supervision. Selected cellar.

Large dining room and terrace facing the sea recently built Electric light. Cinema.

E. BERRUCHON, Manager.

13714

Shanghai-Hangchow-Ningpo Railway

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express	Local	Slow	Coolie Goods	Fast	Local	Express	Slow	Coolie Goods	Fast	Local	Express
SHANGHAI NORTH	1.55	**	2.21	2.00	12.30	18.26	22.02					
SOOCHOW	0.41	**	1.02	1.18	1.87	18.18	1.08					
WUSHI	0.31	**	1.21	18.43	15.97	19.12	2.10					
CHANGHOU	0.31	**	1.21	18.43	15.97	19.12	2.10					
TAIPEI	0.31	**	1.21	18.43	15.97	19.12	2.10					
CHINKIANG	0.31	**	1.21	18.43	15.97	19.12	2.10					
NANKING	0.31	**	1.21	18.43	15.97	19.12	2.10					
NANKING FERRY	0.31	**	1.21	18.43	15.97	19.12	2.10					
PEKING	0.06	Second	**	**	**	**	**	**	**	**	**	**
TSINANFU	0.06	Second	**	**	**	**	**	**	**	**	**	**
CHIENHUA	0.06	Second	**	**	**	**	**	**	**	**	**	**
PEKING	0.06	Second	**	**	**	**	**	**	**	**	**	**
PEKING	18.50	**	**	**	**	**	**	**	**	**	**	**

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

WOOSUNG FORTS	arr.	8.15	10.45	13.15	14.40	18.20	19.55	22.10	SHANGHAI NORTH	arr.	6.15	7.35	10.05	12.15	14.30	17.15	19.30
WOOSUNG FORTS	arr.	8.06	10.45	13.15	14.40	18.20	19.55	22.10	SHANGHAI NORTH	arr.	6.15	7.35	10.05	12.15	14.30	17.15	19.30
KIANGWA	arr.	7.22	9.45	11.12	13.37	15.07	18.47	19.37	KIANGWA	arr.	6.15						

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 16, 1917.

Money and Bullion

Tls.

Gold Dollars Bank's buying rate

681—Tls. 1.11

73—Mex. \$1.53

Mex. dollars: Market rate 72.8

Shai Gold Bars: 978 touch

Bar Silver

Copper Cash

Sovereigns:

Buying rate @ 3/81—Tls. 5.42

exch. @ 73—Mex. \$7.42

Peking Bar

230

Native Interest

.03

Latest London Quotations

Bar Silver

J.

Bank Rate of Discount

5%

Market rate of discount:

3 m.s. %

4 m.s. %

6 m.s. %

Exchange on Shanghai, 60 d.s.

Ex. Paris on London

Fr. 27.33

Ex. N. Y. on London T.T. \$ 4762

Consols

i

Exchange Closing Quotations

London T.T. 3/83

London Demand 3/84

India (nominal) T.T. 2723

Paris T.T. 5082

Paris Demand 509

New York T.T. 883

New York Demand 881

Hongkong T.T. 661

Japan T.T. 58

Batavia T.T. 2121

Bank's Buying Rates

London 4 m.s. Cds. 3/10

London 4 m.s. Dcys. 3/10

London 6 m.s. Cds. 3/10

London 6 m.s. Dcys. 3/10

Paris 4 m.s. 524

New York 4 m.s. 912

The following are the Customs

Rates of Exchange to the end of

June:

1=Hk. Tls. 5.02

Hk. Tls. 1=Francs 5.40

1=Marks 4.41 (nom.)

Gold 1=Hk. Tls. 1.06

Hk. Tls. 1=Yen 1.85

1=Rupees 2.98

1=Roubles 3.56

1=Mex. \$ 1.50

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, June 16, 1917.

Official

Telephones Tls. 80.50

Bukits (50 Shares) Tls. 4.25

Rephah Tls. 1.10

Unofficial

Kungyik Cotton Tls. 14.75 June.

Anglo Dutch Tls. 5.30

Bato Anams Tls. 1.10

Butes Tls. 1.10

Hongkong Dock Tls. 122.00

Kungyik Cotton Tls. 15.00 cash

Sharebrokers' Association

Transactions

BUSSINESS DONE

Shanghai, June 16, 1917.

Direct

Telephones @ Tls. 80.00 cash

Yangtze-poo's (ord.)

@ Tls. 5.75 cash

Dominions 6 Tls. 11.00 June.

U. K. METAL MARKET

Renter's Service

London, June 15.—Today's metal

prices were as follows:

Standard Copper G. M. B. f. o. b. 130 5 0

American Electrolytic 99.90%

Copper f. o. b. 132 0 0

Lead L. B. C. I. f. per ton. Nominal

Soft Lead "Spanish" f. o. b. 30 0 0

Quicksilver, Second hand Ex

Warehouse f. o. b. (in. Extra in flask) 20 0 0

Tinplate, I. C. W. 20-24 100 lbs. 112 Sheet per Case in lined Cases without Hoops f. o. b. Wales... 35. 6d. to 40s. 0d.

Muntz Metal, f. o. b. London or Liverpool (less 1/2%) (Nominal) 16 0d.

Standard Tin (Cash) 240 15 0

Spelter (ordy soft) f. o. b. 52 0 0

Galvanised Sheet 24 Gauge

f. o. b. 26 5 0

Standard Tin (3 Months) 239 10 0

BICKERTON'S

PRIVATE HOTEL

Established 22 years.

192 Bubbling Well Road. Seven

minutes from Bund by trams, which

enter at the door. Strictly first-class

service under the personal super-

vision of the proprietors. 60 rooms,

separate baths with hot and cold

water, electric light. Tel. W. 1271.

Silk Market Report

Messrs. William Little and Co. write as follows in their weekly Silk

Market report:—

Our last report was dated 8th inst.

White Silk.—Further business

was effected at the close of last week

and early this. Although exchange

has advanced from 2/81 to 3/10%

4 m.s. does, Silkmen are unwilling

to sell except at considerable ad-

vances in some instances, being busy

covering their commitments in the

interior markets, which are in con-

sequence naturally strong and above

rates ruling here.

Tassies.—Silver Double Elephant

Tls. 537½. Gold Killing Tls. 567½.

Tassie Filatures—Pegasus, 1, 2,

3. Tls. 660 av. Red Dragon 1, 2, 3.

Tls. 660 av. Buffalo A. B. C. Tls.

660 av. Grasshopper A. B. C. Tls.

660 av. Blue Fish 1, 2, 3. Tls. 660

av. Kung Kee Mar 1. Tls. 660

Tassie New Style.—M. H. Y.

Blue Dragon and Peacock Ex. 1, 2. Tls. 710 av. Blue Monster and Race

Horse Ex. 1, 2, Tls. 705 av. Gold

and Silver Peacock Ex. 1, 2, Tls. 690

av. Stars and Stripes and Red

Indian 1, 2, 3. Tls. 707½ av. Yun-

Shi-ki and Republic Flag Ex. 1, 2.

Tls. 690 av. Wild Dragon 1, 2, Tls.

675/80 av. Red Peacock Ex. 1, 2.

663½-678 av. Gold Clock Ex. 1, 2.

663½ av. Red Locomotive Ex. 1.

Tls. 657½ av.

Tassie Filatures 8 coc.—Some

news is reported in medium grades

for former rates.

Tassie Filatures 8 coc.—Some

small balots of best grades for

prompt shipment have been taken at

Tls. 500 av.

Bank's Buying Rates

London 4 m.s. Cds. 3/10

London 4 m.s. Dcys. 3/10

London 6 m.s. Cds. 3/10

London 6 m.s. Dcys. 3/10

Paris 4 m.s. 524

New York 4 m.s. 912

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Hk. Tls. 1=Yen 1.85

1=Rupees 2.98

1=Roubles 3.56

1=Mex. \$ 1.50

15 Nanking Rd. Phone 60.

Resources Tls. 470,000

LOANS AND MORTGAGES

We can arrange loans for any

amount from Tls. 5,000 up on

first class real estate security.

INSURANCE

Fire.

Life.

Marine.

Motor Car.

Burglary.

Fidelity.

Rates on application.

TRUST DEPARTMENT

Writes wills.

Administers estates.

Acts as guardian for children.

Executes every trust with fidelity.

STOCK AND BOND DEPARTMENT

Advises regarding purchase of

stocks and bonds.

Purchases stocks and bonds for

clients.

Sells stocks and bonds for clients.

Collects dividends on shares for

clients.

INVESTMENT

We have for sale, in amounts of

Tls. 20 or more. Preference

Business and Official Notices

Russian 5% Internal Liberty
Loan, 1917.

Subscription to the LIBERTY
LOAN is opened in Russia up to
the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax
and other taxation.

The Loan is issued for 55 years,
and will be redeemable at par by
yearly drawings beginning in
December, 1922.

The Loan may be reimbursed at
par after the 16/29 of March,
1927.

Coupons are payable in Russia
half-yearly, on the 16/29 of March
and 16/29 of September.

Interest on the loan runs from
the 16/29 of March, 1917; interest
from that date will be added to the
price of issue.

The Russo-Asiatic Bank, and its
Branches in China, Japan and India,
are ready to accept applications for
the above-named Loan.

Special favourable rates will be
quoted for Russian Exchange.

Applications will be wired to
Petrograd free of telegraphic
charges and commission. The
Bank is ready to give every facility
to subscribers in the shape of ad-
vances against the Bonds.

L. JEZERSKI,
Manager.
13816

IF YOU WISH to have good results
in Developing and Printing your
Films, send to THE ASIA PHOTO
SUPPLY CO. 135-A, Szechuan
Road. Phone No. 1647.

13222

W. ASSOMULL & CO.,
Indian Store
No. 4, Broadway,
(Opposite Astor House)

Dealers in:
Indian, Chinese and Japanese
Silks, Fancy Articles, Carpets,
Rugs, Indian Muslin, Damascene,
Brass Ware, Etc., Inspection cordi-
ally solicited.

A large assortment of Chefoo Laces,
Tel. No. 2611.

13212

The Royal Cafe
Opposite the Brenan Road entrance
to the new park

JESSFIELD

Meals and short orders served at
all hours.

Only the best wines and liquors,
Cigars and cigarettes carried in
stock.

C. C. JOHN,
Manager.
13894

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY
V. K. SHEN & SON
Furniture Manufacturers and Decorative Contractors
THE PIONEERS OF PRACTICAL SHOP FITTING
Shop fronts [METAL & WOOD] airtight showcases, window enclosures, bronzed,
brass or nickel and silver plated fittings of every description, beveled glass
shelves in all shapes, bank and office fittings and furniture, museum cases, and
stands, etc.

Sketches and Estimates
Submitted Free

New Specimens and Sales Room: P272 Nanking Road, Tel. 5346
Head Office and Sales Room: 109 Nanking Road, Tel. 1710
Works: Tung Road, and Sora Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

FOR 10 DAYS ONLY !!!

We offer at specially cut prices newly arrived

SUMMER UNDERWEAR

in India Gauze, Lisle Thread, Lisle Balbriggan, Porous Mesh,
Aertex Cellular, Fine Cashmere.

H. G. HILL & CO. 119 Szechuan Road
Opposite Chinese Post Office

Triangle Commercial Co.

149 California Street, San Francisco, California, U.S.A.
Importers, Exporters and Commission Merchants.

Direct Chinese Business Solicited.

直接招揽中國生意

Cable address: "TRICOMCO"

Correspondence invited.

13813

BENJAMIN AND POTTS
SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	2640 S.
Chartered	259 100.
Russo-Asiatic	R. 250
Cathay, ordy.	Tls. 6.30 B.
Marine Insurances	
Canton.	Tls. 240 B.
North China.	Tls. 140
Union of Canton.	Tls. 700
Tangtze.	Tls. 190
Fire Insurances	
China Fire.	\$146 B.
Hongkong Fire.	Tls. 327 1/2
Shipping	
Indo-China Pref.	Tls. 100
Indo-China Def.	100m.
"Shell"	Tls. 15 B.
Shanghai Tug (O)	Tls. 50 S.
Shanghai Tug (F)	Tls. 30 S.
Kochien.	Tls. 20 S.
Mining	
Kaiping.	Tls. 10 B.
Oriental Cons.	27 1/2
Phillipine.	Tls. 0.90
Raub.	\$2.45
Docks	
Hongkong Dock.	\$122 S.
Shanghai Dock.	Tls. 92 B.
New Eng. Works.	Tls. 121 B.
Wharves	
Shanghai Wharf.	Tls. 71 B.
Hongkong Wharf.	Tls. 76 B.
Lands and Hotels	
Anglo French Land.	Tls. 82 1/2 B.
China Land.	Tls. 50
Welshai Land.	Tls. 30 B.
Shanghai Hotels Ltd.	Tls. 50
China Realty (ord.).	Tls. 50
China Realty (pref.).	Tls. 50
Cotton Mills	
2-wo.	Tls. 1571
E-wo.	Tls. 100
International.	Tls. 90 B.
International Pref.	Tls. 68
Lou-kung-mow.	Tls. 70
Oriental.	Tls. 37 1/2 B.
Shanghai Cotton.	Tls. 14 1/2 B.
Kung Yik.	Tls. 12 B.
Fangtzeepoo.	Tls. 54 B.
Yangtzeepoo Pref.	Tls. 101
Industrials	
Butler Tile.	Tls. 23
China Sugar.	\$100 S.
Green Island.	Tls. 7.70 B.
Langkats.	Tls. 15 1/2 S.
Major Bros.	Tls. 5
Shanghai Sunmatta.	Tls. 145
Stores	
Hall and Holz.	\$16 1/2 B.
Llewellyn.	240
Lane, Crawford.	395 B.
Moutrie.	325
Watson.	26 B.
Weeks.	Tls. 15.40 B.
Rubbers (Local)	
Alma.	Tls. 11 1/2
Amherst.	Tls. 10 B.
Anglo-Java.	Tls. 5.30 B.
Ayer Tawah.	Tls. 273d. S.
Batu Anam 1913.	Tls. 1.10 B.
Bukit Toh Alang.	Tls. 4 1/2 Sa.
Bute.	Tls. 1.10 B.
Chemot United.	Tls. 1.10 B.
Chempedak.	Tls. 11 1/2
Cheng.	Tls. 3
Consolidated.	Tls. 2.95 B.
Dominion.	Tls. 11
Gula Kalumpong.	Tls. 7 1/2 B.
Java Consolidated.	Tls. 20 1/2 B.
Kamunting.	Tls. 6 B.
Kapala.	Tls. 0.90
Kapayang.	Tls. 28
Karan.	Tls. 12 1/2
Kota Bahroes.	Tls. 9 1/2 B.
Kroewon Java.	Tls. 18 B.
Padang.	Tls. 15
Pengkalan Durian.	Tls. 10 1/2 B.
Permatas.	Tls. 3.80
Repath.	Tls. 1.10 Sa.
Samangatas.	Tls. 1 B.
Seekere.	Tls. 7 1/2 B.
Senambu.	Tls. 1.45 B.
Senawang.	Tls. 14 1/2 B.
Shanghai Klebang.	Tls. 0.90
Shanghai Malay.	Tls. 7
Sh'al Malay-pref.	Tls. 12 1/2 B.
Shanghai Pahang.	Tls. 1 1/2 B.
Sungai Duri.	Tls. 11 1/2
Sungai Mangis.	Tls. 6 B.
S'hal Kalantan.	Tls. 0.92 1/2
Shanghai Seremban.	Tls. 0.80 B.
Talping.	Tls. 1.90 B.
Tanah Merah.	Tls. 1.15 B.
Tebong.	Tls. 26 B.
Ubior.	Tls. 2 1/2
Ziange.	Tls. 6 B.
Miscellaneous	
C. I. and E. Lumber.	Tls. 110
Cuity Dairy.	Tls. 9
S'hal Elec and Asb.	82
Shanghai Trams.	Tls. 23 1/2
Shanghai Gas.	Tls. 24 B.
Horse Bazaar.	Tls. 30
Shanghai Mercury.	Tls. 30
S'hal Telephone.	Tls. 80 1/2 Sa.
S'hal Waterworks.	Tls. 250 B.
Vegetables	
Apples.	per lb. 25-30
Apricots.	" 8-10
Bananas.	" 12-15
Cherries.	each 15-18
Chestnuts.	per lb. none
Figs.	per doz. 20-25
Grapes.	per lb. 40-50
Lemons.	each 10-12
Lichees.	per lb. 15-20
Mangoes.	each 20-25
Mangosteens.	per doz. none
Melons.	each 20-25
Oranges.	per lb. 18-20
Peaches.	per lb. 8-10
Persimmons.	per lb. 6-8
Peeboes.	per lb. 6-8
Plums.	per lb. 10-12
Pumeloes.	per lb. 20-25
Pears.	per lb. 10-12
Strawberries.	per lb. 20-25
Walnuts.	per lb. 10-12
Grain and Flour	
Flour, American.	per 50 lb. \$4.80
Flour, Shanghai.	per 50 lb. \$2.70
Rice.	per 200 lb. \$7.70
Milk	
Foreign dairies.	per bottles 20
Chinese dairies.	" 17
Fuel	
House Coal.	per ton Tls. 12.00
Stove Coal.	" 17.40
Firewood.	per 50 bundles \$1.00
Fodder	
Barley.	per bushel 144 lb. \$2.65
Bran.	" \$2.15
E. KILNER,	Chief Inspector.

Carpets and Rugs
MADE TO ORDER

Carpets and rugs of every description
manufactured. Only Expert
Workmen of Peking and Tientsin
employed. Newest patterns and most
artistic designs. Materials guaranteed
to be of the best quality. Only the
best Chinese silk which remains
ever fresh and will never fade, is used.
Our goods have already established a
wide reputation. Our factory is run
on modern lines in every way, and
we believe it is the first of its kind in
Shanghai. Prices have been lowered.
Foreign orders from abroad are
solicited.

HWA YENG FACTORY.
Nos. 11, 12 and 15 Route des Soeurs
French Concession.

Dr. S. Nakanishi
Veterinary Surgeon
Y-A 4 Barchet Road.

wishes to inform patrons that
histelephone number has been
changed to North 611 from
April 1, 1917.

13229

KINGMAN & BROS.
DENTAL-SURGEONS
of the Philadelphia Dental College
and Garretson's Hospital of
Oral Surgery,
Philadelphia, U.S.A.,

Will perform all
Kinds of dental operation on
modern Scientific principles
And supply
Teeth of Superior Workmanship In
Volcanite, Gold and Alloy Plates,
Gold Crowns and Bridge Work.

All works are guaranteed to entire
satisfaction.

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13260

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Letters, Contracts, News, Essays, Novels,
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criptions, etc., etc.

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Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY

V. K. SHEN & SON
Furniture Manufacturers and Decorative Contractors
THE PIONEERS OF PRACTICAL SHOP FITTING
Shop fronts [METAL & WOOD] airtight showcases, window enc

SHIPPING

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Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca,

Penang, Colombo, etc.

Tons

KAMO MARU	16,000	June 20
KASHIMA MARU**	19,000	June 29
MISHIMA MARU	16,000	July 8

**For Liverpool.

NEW YORK via PANAMA.

TOYAMA MARU

15,000

June 21

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SHIZUOKA MARU	12,500	Capt. J. Noma,	June 26, 1917
INARA MARU	12,500	Capt. K. Higo,	July 21, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	Aug. 6

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. Y. Yui,	June 19
YAWATA MARU	7,000	Capt. K. Yasuhara,	June 23
HAKUJI MARU	5,000	Capt. K. Tanaka,	June 26
YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	June 30
OMI MARU	7,000	Capt. M. Machida,	July 3

KOBE TO SEATTLE.

AWA MARU

12,500 Capt. K. Hayashi,

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU

7,000 Capt. S. Saito,

KUMANO MARU

9,500 Capt. S. Saito,

FOR JAPAN.

SUWA MARU

21,000 Capt. T. Sekine,

SHIZUOKA MARU

12,500 Capt. I. Noma,

FOR HONGKONG.

INABA MARU

12,500

AUSTRALIAN LINE.

Regular Four-Weekly Service between Australian (calling at Hongkong and Manila.)

Leave Hongkong.

TANGO MARU	14,000	June 19, 1917
NIKKO MARU	10,000	July 19, 1917
AKI MARU	12,500	Aug. 14, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusei Kaisha.

Tel. Address: Yusei, Shanghai.

Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000—Midnight,

1330—130 p.m.

September 1st, 1916, and until further notice

Mail	Mail	Lms	Miles	Peking-Mukden Line	Lms		Mail	Mail
					1.	2.		
101	B. S.	8.	1.	dep. Peking arr.	2220	1940	102	B. S.
200	B. S.	300	0	arr. Tientsin-Central	1965	1700	103	B. S.
2345	B. S.	626	84	dep. Tientsin-Central	1994	168	710	B. S.
2350	B. S.	640	84	arr. Tientsin-East	1929	1645	700	B. S.
000	B. S.	620	84	dep. Mukden	200	700	700	B. S.
190	B. S.	221	524					
Local	Mail							
5.	B. S.							
715	1130	—	0	dep. Tientsin-East	1705	1900	8.	B. S.
725	1110	—	271	arr. Tientsin-Central	1615	1941	8.	B. S.
745	1200	—	78	dep. Tientsin-Central	1631	1911	8.	B. S.
1132	1500	—	148	dep. Tschow	1322	150	8.	B. S.
1437	1746	—	148	dep. Tschow	1043	1188	8.	B. S.
1801	2051	—	220	dep. Tschow	808	845	8.	B. S.
7.	2051	—	—	dep. Tschow	766	1812	8.	B. S.
1059	2231	—	268	arr. Tschow	601	1542	8.	B. S.
1300	053	—	318	dep. Tschow	340	1311	8.	B. S.
1315	016	—	377	dep. Tschow	320	1082	8.	B. S.
1556	316	—	377	dep. Tschow	230	810	8.	B. S.
1816	456	—	—	dep. Tschow	230	810	8.	B. S.
9.	420	—	—	dep. Tschow	—	—	8.	B. S.
630	457	—	—	arr. Tschow	2329	207	8.	B. S.
1156	833	—	523	dep. Peking	1953	1462	8.	B. S.
1204	816	—	600	dep. Peking	194	142	8.	B. S.
1657	1102	—	600	dep. Chuchow	1648	928	8.	B. S.
1848	1300	—	631	arr. Pukow	1530	728	8.	B. S.
Express	Express							
16.	10.							
B. S.	B. S.							
1420	0			dep. Nanking-Ferry	1420	650	15.	B. S.
2800	0			arr. Nanking	1415	650	15.	B. S.
700	2100	—	193	arr. Shanghai-North	756	2900	15.	B. S.
Yenchiu-Tsingshaw Branch Line				Express	Express			
B50 1200 2100	Yenchiu a.	530	1200 2000	Lincheng-Tsingshaw Branch Line				
102 1420 2220	Yenchiu d.	520	1135 1855	Lincheng a.	810	1410 2100		
				Yenchiu d.	688	1210 1900		
					708	1300 1900		

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

5 — train has sleep. accomm. 1st & 2nd class. 8 — train has only 1st class sleep. accomm.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuehchow or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Large Stocks of Swedish Paper.
Write for prices and particulars.
The Ekman Foreign Agencies, Ltd.
No. 6 Kiangse Road

News Briefs

No matter what a man's opinions may be regarding the "dry or wet" question, he has only to go to Sullivan's alone or accompanied to realise that an American Soda Fountain is a most alluring provider of things liquid. During the weather, for instance, what could be nicer than an "egg melted milk"?

A private message received in Manila by a commercial house announces that the Federal Shipping Board has appointed the Pacific Mail Steamship Company and the Robert Dollar Steamship Company to act as agents for the board in the handling of the German interned ships which the board will decide to use in Pacific waters for freight purposes.

The Men's Total Abstinence League will hold a general meeting of members on Tuesday, at 5.30 p.m., at the rooms of the American Bible Society, 73 Szechuan Road. Men total abstainers who have not yet joined the league are invited. The committee's report will be presented, officers and committee elected and the treasurer's statement dealt with.

A wireless message received at Dalren, on the 10th inst., from the O.S.K. Osaka-Dalren liner Kagi Maru, states that the steamer, while sailing along the southern coast of Chosen, fell foul of a sunken rock off Taro Island, in a fog and sustained slight damage. She temporarily took refuge in a recess of the Shonan Group, in the neighborhood and the extent of the damage was examined. It was found that her hold No. 1 had got flooded, but that the leak sprung could be coped with by pumping. As soon as the fog lifts she will resume her course for Dalren, where she will undergo closer inspection of her damaged hull and cargo.

News has been received of the death in action of Mr. Gerald Samuel, son of Sir Marcus Samuel. Mr. Samuel came out to Shanghai four years ago, as managing director of Messrs. Samuel and Co. and

six months.

Business and Official Notices

NOTICE OF REMOVAL

The NORTH CHINA INSURANCE COMPANY, LIMITED, will occupy their new premises at No. 7 KIUKIANG ROAD from Monday, June 18th.

Telephones:—
Secretary Central 1957
Marine Department Central 115
Fire Department Central 1944
Shanghai, 16th June, 1917.

14205

LOST

Native Bank Order, No. 8487, for Tls. 164.50, due on the 20th inst., issued by China Yuen Bank (永裕莊).

The above having been declared null and void at the said Bank, the Public is hereby warned against accepting or negotiating the same.

SIN SHUN TAI & CO.

新順泰號

14201

SHIPBUILDING

Of NEW WOODEN STEAMERS, CONSTRUCTED according to specifications and deliverable within SIX MONTHS. For particulars, etc., Please apply to C. A. MARTINHO MARQUES, 96 Szechuan Road. Tel. No. 380.

NOTICE

On and after June 18, 1917, the Toyo Kisen Kaisha (Oriental S. S. Co.) will be located in their permanent quarters on First Floor—North China Insurance Company, Limited, Building, No. 71 Szechuan Road, 'Phone 3229.

T. N. ALEXANDER,
Agent.

14168

GOOD PRICES can be obtained at Auction and Private Sale for Rugs, Curios, in fact any Chinese Merchandise Suitable for use or ornaments by Public of Baltimore. Communicate, sending Samples, E. T. Newell & Company, 519 N. Howard Street, Baltimore, Maryland.

14161

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

An excellent Butter for table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Business and Official Notices
are Continued on
Page 17

We hold large and complete stocks

OF

WINES AND SPIRITS

and are in a position to supply

The Trade With Quality

AT

Exceptionally Low Rates

Correspondence solicited

GARNER, QUELCH & CO.

WHOLESALE IMPORTERS

Yuen Woo Tai & Co.

Wholesale and Retail Dealers

Tel. No. North 3127.

C-217/218 Corner of Woosung and Quinsan Roads, Hongkew.

Opening June 15th, 1917

Bakers, Tobacconists, Wine and Spirit Merchants, Provision Suppliers.

Order Books will be sent on application.

Prices moderate.

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 246 Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room, Shanghai, March 23, 1917.

14188

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms (front and back, with bathrooms and verandas) to let. Moderate prices. Good table.

Tel. 3482

1408

SITUATIONS WANTED

HIDES expert, Allied, aged 33, of good education, well acquainted with European markets, open for engagement. Apply to Box 193, THE CHINA PRESS.

14178 J.17.

STENOGRAPHY: Young man (Ally), wants stenography and typewriting work after office hours. Efficient, reliable, confidential. Good correspondent. Apply to Box 196, THE CHINA PRESS.

14178

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

14184

HOUSES TO LET

TO LET, for the months of July, August and September, a furnished flat of three rooms, centrally situated and within two minutes of The Bund. Every convenience. Apply to Box No. 207, THE CHINA PRESS.

14207 J.19.

TO LET, with board, well-furnished balcony room with bathroom. Suitable married couples or bachelors. Terms moderate. 12a Quinsan Gardens.

14206 J.21.

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior furnished, large bed-sitting-rooms, facing south, large verandas and bathrooms attached, single or en suite; also one smaller room, garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

14188

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

14190 J.22.

EDUCATIONAL

ENGINEERS WANTED: We can train you for a position as civil engineer, electrical engineer, draughtsman, surveyor, dynamo station superintendent, or manager of works. The demand for good men exceeds the supply. We can train you for any of these positions during your spare time without leaving your present work. Send to the American School of Correspondence, 34 Nanking Road, for bulletin and free particulars.

14188

TO LET, central, two good, cool, well-furnished bedrooms, with excellent board, modern bath and lavatory. Lift and phone. Very reasonable terms. Also one good attic room. Apply to Box 177, THE CHINA PRESS.

14162 J.14.

MADAME MIZKIEWITZ, Acconchouse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

14063

TO LET in Western district, one large well-furnished room, facing south, suitable for married couple or two bachelor friends; also single room; hot and cold water, telephone, stabling. Apply to Box 179, THE CHINA PRESS.

14192 J.14.

TO LET, 6 and 7 Quinsan Gardens, one large attic and 2 single rooms, table excellent, service good. Charges moderate.

14194 J.17.

TO LET, in select central boarding house, a large cheerful south bedroom, well-furnished; good board and service. Lift and phone. Very reasonable terms. Apply to Box 200, THE CHINA PRESS.

14192 J.19.

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

14192 J.19.

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

14192 J.19.

WANTED: Second-hand automobile. Address all replies to Box No. 205, THE CHINA PRESS, giving full details, viz.: make, model, age and number of miles your car has been operated.

14200 J.19.

FOR SALE, two-cylinder, 12 h.p. boat motor, 16-inch propeller, magneto, Mex. \$225. 16-inch reversible propeller and 10 ft. shaft \$100. One chain hoist. 800 pounds American putty. Write T. M. Wilkinson & Co., Foochow, China.

14092

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

14054

FOR SALE, "Yale" motor-cycle, pedigree, brindle color, Bull dog bitch, about 20 months old, by Newington Marvel, Champion of Australia, and Lady Molly. In first class condition. Apply No. 3 Minghong Road.

14100

Ten Years' Anniversary Cheap Sale

35% discount

Two weeks only, from June 5th to June 19th, 1917.

Jadestones, Jewellery and Silverware.

SING FAT CO.

48A Kiangse Road.

Co-operation and assistance of

Thomas Sammons, U.S.A. Consul-General.

AMERICAN RED CROSS CONCERT

Olympic Theatre, 3rd July, 1917.

MISS BESSIE ABBOTT

One of America's most Brilliant Prima Donnas.

After being advertised for a few days only, Miss Abbott's name was successful in drawing to a similar concert given by her in Manila, upwards of 8,000 persons. The Governor-General of the Philippine Islands gave his patronage to the concert, and cabling here in reference to it, sends his high recommendation of Miss Abbott.

Tickets now on sale

Plan at Moutrie's

SUMMER SUITS

Hand-tailored, American Styles for hottest weather. White Serge, Shantung Silk, White Drill, Flannels Hard Woven, Hard Wearing Material.

Thom Shing, Tailor

G19 Tiendong Road, near Broadway.

RING UP **3809**

for a comfortable 5-passenger car

PER HOUR **\$4.00** PER HOUR

CENTRAL GARAGE CO., LTD.

2a Jinkee Road.

When you think

of

China's Richest Province,

Think of Szechuen,

and you will also

Think of

WIDLER & CO.,

Chungking, West

China.

Born 1915—Still Existing

APARTMENTS

AUTOMOBILE

SHANGHAI, SUNDAY, JUNE 17, 1917

BATTERY MUST HAVE ITS 'DRINK' REGULARLY

Filling Once a Week And Frequent Testing Prevent Many Ills

Every automobile owner recognises the fact that unless he oils his motor regularly and keeps his radiator filled for cooling, his engine is going to 'burn up' and refuse to do its work," says a New York battery service expert. "Also, he realises that unless the gears and bearings are lubricated periodically they will surely be put out of commission in short order. Therefore he supplies oil and grease to the mechanism and water to the radiator in a regular way as a matter of course.

"It is a peculiar fact, however, that many of these motorists absolutely ignore the storage battery until it dies an unnatural death. They seem to look upon it as an inexhaustible 'magic box' which in some way is supposed to take care of itself.

"As a matter of fact, it requires as careful and regular attention as the rest of the car, and if accorded this attention most battery ills would be prevented.

"Storage batteries are like human beings in that they must have 'food' and 'drink' regularly or they will weaken and their lives be shortened. By 'food' is meant the current which must be put back by the generator. Generators are designed to meet average driving conditions. Often in city driving, where the starter is used frequently and short trips made, the generator does not recharge the battery in proportion to the current discharge demanded. On the other hand, long and fast cross-country driving with little use of the starter and lights overcharges the battery, which hastens evaporation of the water in the cells.

"Regular inspection will tell you the condition of your battery. If it is undercharging the specific gravity of the electrolyte will be 1.250 or less; if it is overcharging it will be over 1.300 and the battery will show signs of excessive heat and spraying.

"The most common abuse of the battery, and one of the most ruinous, is allowing it to go 'dry.' The electrolyte solution must always

completely cover the plates in all cells. In order to maintain the proper level and mixture of the solution distilled water must be added regularly—once a week in warm weather, to replace the water which has evaporated. The acid does not evaporate, therefore, none must be added—replenishing of the distilled water brings the solution back to the proper mixture. This is just as important as adding lubricating oil to the oiling system. If it is not done something is bound to happen.

Stearns-Knight Car

The Shanghai Horse Bazaar and Motor Co., Ltd., have received a shipment of Stearns-Knight Cars which they claim is the ideal family automobile for Shanghai, the upkeep expenses being very small, and depreciation a negligible quantity. There are no carbon troubles with this car, and it is stated that carbon actually benefits it. Inspection and trial trips may be arranged with the agents.

Sturdy Stearns Knight Engine Cuts Down Guarantee Expense

J. H. Driscoll, manager of the F. B. Stearns Company Used-Car Department, New York, in examining the cost reports of his department for the year ending April 30, 1917, was greatly surprised at the low expense incurred in "guarantee work." This item was fully 75 per cent short of the estimated appropriation, figuring down to about \$10 per car.

This low figure is accounted for by the careful overhauling the cars are given in the Stearns shops before they are sold, and to the sturdiness of the motor and original construction throughout.

The guarantee which the Stearns company gives with used cars is the same as that given with new output. The Stearns company is the pioneer in the automobile field giving these new guarantees with used cars.

FIRESTONE TIRE WORKERS ARE NOW STOCKHOLDERS

Over 11,000 Employees Take Advantage Of Remarkable Offer Made By The Company

An important page of history in American business has just been made by the Firestone Tire and Rubber Company of Akron, Ohio.

With the winding up of the books on the plan of stock distribution inaugurated by H. S. Firestone, president of the company, the records show that over 90 per cent of the employees responded heartily to the investment offer made. Out of 12,500 employees, 11,000 are now stockholders in the company.

This means that they are more than profit sharers, as that term is generally used. The Firestone Company has shown their confidence to the extent that every employee subscribing under this plan immediately becomes a registered stockholder, and as such is entitled to all the privileges of a stockholder.

The sweeping acceptance of the plan by the organisation has stirred up the keenest interest among industrial experts because of its strikingly original features.

For example, the stock allotted, approximately \$2,000,000 worth, was distributed on the basis of length of service—not on the usual basis of salary earned. In short, the sweeper or the shoveller got more than the high executive if he had served longer, up to a period of five years. All who had been employed over five years were on an equal basis.

This arrangement means an adjustment of long time payments to enable those making the lowest salaries to get the maximum amount of stock. Those who wish, of course, can pay for the stock immediately, but the minimum instalment necessary on a one thousand dollar purchase, for instance, is only \$5.00 per month.

This is apparently the first time that a plan has been evolved and put through which in no way discriminates between classes of employees.

The stock was sold to employees at \$100 per share, while the market price quotation is \$145 per share.

The agreement provides that the company shall hold the stock for five years, after which time, if all

termination of the Firestone company to produce tire and other products for the public which have in them all the merit that confident, interested, loyal workers can put into them.

It stands to reason that these Firestone workers will have an extra zest in performing their part of building up still further the public good will toward the Firestone organisation and its products.

Barely, if ever, have employees had the same occasion for feeling their responsibility in so large a business, because of their own personal interest and the future interest of their families.

They have acquired stock which at time of purchase is quoted at nearly half again what they will pay for it. They have this stock in a company capitalised at \$15,000,000, the certified assets of which run over \$24,000,000, the surplus already listed being \$18,000,000. All of which means that they will profit not only through their work in the future and the company's further growth, but that they profit through their good work in the past.

While the unique liberality of this stock distribution plan is the move of greatest significance to business in general, still it is only the latest achievement of a long program of co-operative measures which form Mr. Firestone's plan as a whole.

Only last year the \$350,000 Firestone clubhouse was opened.

About the same time "Firestone Park" was opened, this being an extensive and beautifully situated home building plat.

Then the Rubber City Savings Bank was established near the great Firestone factories.

A fund of \$1,000,000 has been set aside for benefits to employees, including insurance, pensions and the like. These policies and others consistent with them place the Firestone company in a position of leadership in the march of industrial progress. It is an example of what harmony of interests between factory and public can be established and sustained when men of real capacity approach the problem with the right intent.

Here genuine recognition of the importance of the individual worker, no matter how large the organisation or how elementary the employment may be. It indicates the de-

Cadillac Eight Passes Japanese Army Tests

The Japanese are noted for their thoroughness; also for their craftsmanship. Both traits were in evidence in a recent test of motor cars made by the army and in which the Cadillac Eight was the only make able to comply with all conditions.

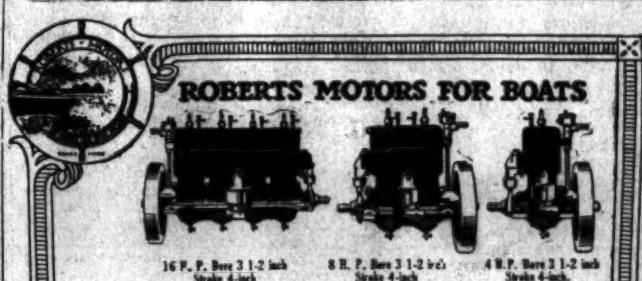
The army desired to make a purchase of motor cars and invited five Tokio representatives of American cars to a competitive demonstration. Each dealer was required to give his demonstration, and when all had finished, the officers in charge asked each one to haul a nearby gun up a

grade which was by no means an easy one.

Three of the dealers declined to compete, admitting that their cars were not equal to the task, the gun weighing two and a half tons. The fourth dealer, with a six, hauled the gun a few feet, when there was a loud creak from the frame of the car, and the dealer retired from the contest.

The Cadillac was then attached to the gun, got it under way in low gear, shifted to second and dragged the gun up the grade.

The Japanese government is already the owner of several Cadillacs which are used for other than army purposes.



The Roberts 2-Cycle Motors

have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. **Roberts Standard Marine Type, 4-1/2 h.p. Heavy duty, slow speed, 8 h.p.**

ROBERTS MOTORS
1600 Roberts Blvd. Export Department Sandusky, Ohio, U.S.A.
Cable Address: "ROMOCO"



EMPHATICALLY THE BEST TYRE PROPOSITION ON THE MARKET

Fisk established quality at Fisk low prices offer car owners for the first time an absolutely sure way to cut tyre costs

FRESH STOCK: ALL SIZES

We carry a complete stock of Fisk tyres and tubes in all Standard Styles and Sizes.

NOTE THESE NON-SKID CASING PRICES

880 x 120 red top	Tls. 46.55	37 x 5	Tls. 53.85
non-skid	" 43.60	36 x 4½	" 47.00
plain	" 41.00	"	"
820 x 120 red top	Tls. 42.40	34 x 4	Tls. 44.60
non-skid	" 40.15	"	" 39.75
plain	" 48.10	"	" 37.50
875 x 105 red top	Tls. 40.25	33 x 4	Tls. 42.50
non-skid	" 37.85	"	" 37.35
plain	" 35.00	"	" 35.80
815 x 105 red top	Tls. 39.00	32 x 3½	Tls. 41.75
non-skid	" 36.10	"	" 40.15
plain	" 33.20	"	"
760 x 90 red top	Tls. 27.80	30 x 3½	" 20.75
non-skid	" 25.25	"	" 19.60
plain	" 21.70	"	"
red top ... 30 x 3	Tls. 17.60	red top ... 28 x 3	Tls. 15.80
non-skid ... "	" 16.50	non-skid ... "	" 14.75
plain ... "	" 14.90		

SOLE AGENTS:

THE STAR GARAGE CO.

125 Bubbling Well Road.

Telephone West 197

BUICK

(THE ECONOMICAL GASOLENE CONSUMPTION CAR)

Hire Cars

PER HOUR \$4.00 PER HOUR



H. S. HONIGSBERG & CO., INC.,

TEL. WEST 1234

WHAT THE BIG FELLOWS THINK OF WAR AND THE AUTO TRADE

Heads Of Some Of Foremost Concerns Give Opinion
Of Effect In Motor Business

Needs of Government
May Reduce Output

By Hugh Chalmers

President Chalmers Motor Company

Detroit, Mich., April 21.—We cannot now foresee any favorable effect of the war upon the industry. If the government should require any number of automobile plants to manufacture munitions or other war products, it would greatly reduce the number of pleasure cars manufactured, but I believe the sales will be equal to the demand during the war period unless something wholly unforeseen should come up to injure the general business of the country.

Forsees Gain in
Automobile Prestige

By Walter E. Flanders

President Maxwell Motor Car Com-
pany

Detroit, Mich., April 21.—Our belief is that the war will have a beneficial influence on the automobile business. It will emphasize the importance of rapid methods of transportation and will bring into prominence the marked advantage of automobiles over other means of getting from one place to another.

Prosperity to Permit
No Let-Up in Buying

By Henry M. Leland

President Cadillac Motor Car Com-
pany

Detroit, Mich., April 21.—So far as the Cadillac company is concerned, I see no reason why the war should have any appreciable effect on its business.

We have orders on hand covering every car we can build for some time to come, and production is being pushed to the limit. We are constantly placing contracts for material and are planning to maintain and increase production, the same as we have always done.

I do not see any reason why the war will affect the average man's use of his car. With continued general prosperity, of which few have any doubt, there seems to be no reason why people will not continue to buy new cars as they have always done since the inception of the industry.

Packard Head Sounds
Note of Warning

By Alvan Macauley

President Packard Motor Car Com-
pany

Detroit, Mich., April 21.—I do not think it can be successfully argued

that the war will aid the automobile industry or expand the demand for motor cars. On the contrary, there are good reasons to believe, I think, that this is a wise time for manufacturers to be conservative in planning production.

Public Won't Be Able
To Get Enough Cars

By John W. Bate
General Factory Manager Mitchell
Motor Company

Racine, Wis., April 21.—Perhaps anybody's guess on this matter would be as good as my own. However, it is my opinion that the demand for automobiles will be equal to the capacity of the builder to provide this commodity, although I fear the automobile builders will have to limit their output on account of our government's requiring much material that would otherwise go into the manufacture of motor cars. This, I believe, is going to make a shortage, and the public is not going to be able to get all it may call for.

This is my opinion, at least for this season. What would happen later is very hard to forecast.

War Increases Will
Make More Motorists

By J. C. Flowers
President Premier Motor Corpora-
tion

Indianapolis, Ind., April 21.—Personally, I feel that the war will tend to increase business rather than depress it. Large manufacturing orders from the government and greatly increased orders from our allies, due to their greatly increased purchasing power as a result of the American loan, will put stupendous sums into circulation, and this money must find its way into the pockets of the public.

Thousands upon thousands of new automobile projects will be created among those who have looked upon the motor car as a luxury beyond reach. Slightly higher prices will prevail, both in the first cost of motor cars and in their operation, but increased money-making power will more than offset this.

The car will greatly simulate all

American industry and thereby make the entire country more prosperous, which means a healthier status for the motor car industry.

WHEN WASHING THE CAR

When washing the car, use hose with slow running stream of water. Let the water soak in well before sponging or wiping it off, using plenty of water. Never use hot water.

Demountable Rims Need Care

The demountable rim is demountable in name only unless it is properly taken care of, says William H. Stewart Jr., president of the Stewart Automobile school. If mud and dirt are allowed to collect between the rim and the wheel they will cause rust, which will grip the rim so tightly that it may take hours to remove it instead of seconds. A few suggestions along this line will be particularly valuable just at this time as this is the muddy season, and matters will get worse until the spring rains are over.

Do not wait until a puncture obliges you to remove the rim, but seize the first opportunity to remove it and break up any adhesion which has already formed. Of course, if you have a spare rim or two you will go over those first. Clean off any rust with sandpaper or emery cloth. Kerosene will soften rust, but it will also cause it. If you use it at all remove it carefully afterward, using gasoline. When the rim is clean and dry it should be painted with special rim paint obtainable at any auto supply store. This is unaffected by rust and will not flake off. It will wear off, however, and so should be renewed in places whenever the rim is removed.

Aluminum paint may be used if you prefer the finish of aluminum. It is nothing but powdered aluminum held together with banana oil. It protects its surface very effectively, and, being a powder, does not flake off. It looks very well at the sides, but is not thick enough to protect the part where the tire touches the rim or the rim rests on the wheel. For this reason a mixture of graphite and shellac is to be preferred. Mix enough graphite with the shellac to give it a good color, thinning it a little with alcohol to make it flow readily. Apply this carefully, letting it dry, and giving it two coats if thought necessary. Give it plenty of time to dry or it will stick and pull away where anything touches it.

Even where no demountable rim is used the rim should have this treatment so as to prevent the shoe from sticking to it. While it may seem irksome, the tires should be removed and the rims painted even before a puncture calls for a change. The welding process is going on all the time, each day adding something to its holding power, so that some day when you are required to change tires in a hurry you will find the tire so tightly fastened that you will lose many times the short time required to remove the tire originally and paint the rim.

Another point of immense importance is to put grease on the bolts and nuts. If the threads are filled with grease the water cannot work in and rust the two together. Some rims have bolts going through the felloe of the wheel. This hole

is provided in the rim to allow for the water to pass through.

A SPECIALIST'S JOB.

A gun crew consists of picked men, each of whom is specially trained for his particular job. Specialization is the keynote of the Navy's efficiency.

And Specialization also makes for efficiency in manufacture. The success of Dunlop Tyres is due to the fact that specialization is behind every Dunlop Tyre, from the tapping of the rubber tree on the Dunlop plantations and the manufacture of the cotton for casings, right up to the last operation, which produces the completed and perfect tyre.

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Founders throughout the world of the pneumatic tyre industry

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should be filled with grease to keep out water. Another place where grease is of primary importance is in the hub of a detachable wheel. After removing it look carefully and you will see where it is bevelled to make a tight fit on the axle. This should have grease smeared over it every time it is removed. To provide for this fill the space between the ends with grease and there will always be some within reach.

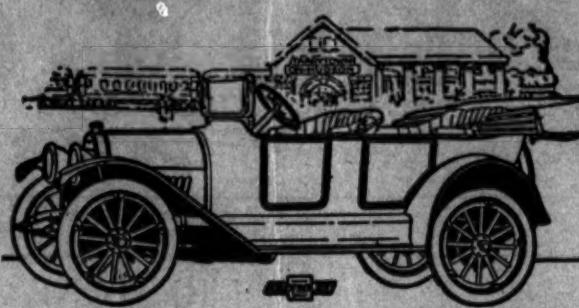
If you should prefer grease to paint on the rings or other parts which secure the quick detachable tires it may be used, but it is advisable to work a good deal of graphite into it. This is especially advised if the grease is to be used where the tire can touch it. Have it mostly graphite, with only enough grease to hold it on. If these directions are followed, says Mr. Stewart, you will have reason to be thankful if ever you have to change tires in a hurry.

New York Has More Autos Than England

According to the latest census of motor vehicles in Great Britain, the total number of automobiles and trucks in actual service is 171,607, about 5 per cent of the number registered in the United States on January 1, 1917, which was 3,541,738. In each of the seven states of New York, Ohio, Pennsylvania, Illinois, California, Texas and Iowa there are more automobiles and trucks than in all of Great Britain. In the United States the production of cars for 1916 was well over 1,600,000.

Cop's Lot Changed Since Gilbert & Sullivan Days

The city of Berkeley, Cal., is providing every man on its police force with a motor car and allowing him \$25 per month for the purchase of gasoline, oil and other necessities. The cars are fitted with a fire extinguisher, first aid kit and emergency ladder. It has been found that under this system the patrolmen can cover much greater territory, more efficiently than under the old method of walking the beat. When it is necessary to bring a prisoner to the station, the patrolman loads him into the car and whiskers him in before he has time to think about protesting.



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor plus reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete satisfaction. We could not have grown without it.

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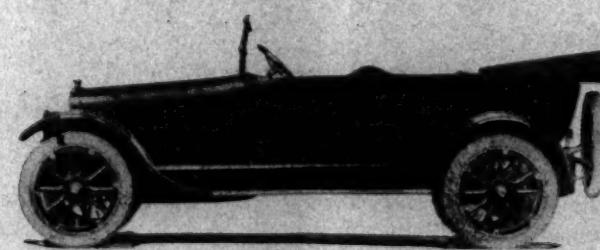
SIX Seven - Passenger Touring - Car.

To sink into the seat of the Chandler Six is to feel that one has at last reached the zenith of automobile comfort—that indeed there is nothing more to be desired.

And this impression is heightened as distance is travelled, because those who ride in the big Chandler Six ride in ease—true ease—and the owner is, perhaps most of all, at his ease, for he knows that though the car is amazingly handsome and comfortable, it does not cost for tyres or fuel so much as a high-grade "four" of two years ago—and he has twice the power at his command.

Let us take you for a ride in one.

A trial will convince you.



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Try To Stop Pirating of Car Parts

In the interest of automobile manufacturers, motor car accessory dealers, the garage men and automobile owners, United States Representative M. A. Morrison of Indiana has drafted and introduced in Congress a drastic anti-imitation measure, which promises to play a prominent part in the remedy of an evil which for a time has threatened destruction to the very foundations of the motor car accessory business.

The evil referred to is the manufacture and distribution of imitation parts, known as "pirate parts," for repair and replacement-on standard accessories with which automobiles are equipped.

In spite of the activity of trade bodies and commercial organizations against the evils of substitution, the quick growth of the automobile industry has resulted in many unscrupulous concerns attempting unload on the public "pirate parts" for the replacing of certain wearing parts on standard accessories.

Those accessories include magneto, starting and lighting systems, speedometers and other equipment. The practices of these so-called pirate parts makers obviously affect not only accessories, but automobiles as well.

Sales of certain well known makes of cars have mounted well up in the hundreds of thousands, and here the alleged pirates find a rich field for their operations. On every hand dealers and distributors are found offering imitation parts for this or that car.

However, it is seldom that a dealer offers substitute parts for this particular make of car which he handles.

How Dodge Trims Costs

Of the countless details entailed in the manufacture of Dodge Brothers motor car, one of the most unique is the test which determines the relative worth of two seemingly insignificant articles—sandpaper and emery cloth.

Ordinary manufacturers are usually content to use any one of the many brands which are offered to users of abrasives, feeling that the difference between them is so slight that any possible saving would be insignificant. But Dodge Brothers, in their desire to reduce costs and raise manufacturing standards, felt that even the selection of sandpaper could be made on an efficiency basis.

With this end in view the experts in Dodge Brothers laboratories designed a machine which indicates very accurately the quality of the various makes of sandpaper and emery cloth submitted to the purchasing department.

The machine consists of two equal weights fixed upon each of four sliding arms which are connected to an ordinary crank shaft. When the

crankshaft is revolved, the weights slide back and forth over small platforms, the surfaces of which are absolutely flat.

When sandpaper is to be tested, each sample is weighed and fastened beneath the sliding weights. Blocks of wood of known weight and equal hardness are fixed beneath each sample and the machine is started.

At the end of a predetermined period, accurate weighing indicates which sample removed the most grams of wood per gram loss of sand.

Thus a standard is set and the decision of the purchasing department is based upon it.

The test for emery cloth is substantially the same, except that blocks of soft steel are used instead of wood.

Large quantities of these materials are used in the pattern making departments, the die shop, the body plant and in the machine and carpenter shops of Dodge Brothers Works at Detroit, which lends considerable significance to the extremely simple test of their quality.

40,000 TRUCK DRIVERS FOR OVERSEAS FORCE

Estimate of What Will Be Required In Plan to Send Large Army To Europe--Truck Club Pushes Enlistments

One complete company of thirty-four drivers accepted and sworn into the Enlisted Reserve Corps of the Quartermaster's Department, Department of the East, is the result of the Organisation Committee of the Motor Truck Club of America during one week in New York City. In addition to the personnel of this complete train, which is liable to be called into active service within a short time four other companies are practically completed. One of these has been enrolled at Columbia University, one at Princeton, another at Paterson, and a fourth in Bronxville, N. Y.

The Central Organisation Committee of the Motor Truck Club, which has been carrying on this work for the Department of the East and the new Departments of the Northeast and Southeast, has also formed subsidiary civilian committees in Boston and New Haven in the Northeastern Department; Paterson, N. J., Philadelphia, Penn., Washington, D. C., and Baltimore, Md., in the Eastern Department, and in Atlanta, Ga., in the Southeastern Department. Applications received by the committees and examining boards in the Northeastern and Southeastern Departments have swamped the committees there, the club reports, due to the lack of complete organisation in the Quartermaster's Department to provide suitable examining surgeons to pass upon the applicants after their fitness has been decided by the civilian examining boards appointed in each locality.

Applicants who are enrolled and sworn into the Enlisted Reserve Corps will be provided with buttons as proof of their pledge to serve Uncle Sam's military forces. Men holding these buttons will not be drafted into the first increment of 500,000 men which the Government is about to raise under the conscription plan.

The report of the work sent out by the club says:

"Men who are between the ages of those to be drafted in the first installment in the new army have evidently realised that it is very advantageous to be sworn into the Enlisted Reserve Corps of the Quartermaster's Department as Sergeant motor truck drivers at a pay of \$50, rather than as privates into the infantry at a pay of approximately \$30 per month.

"While this has accelerated motor-truck driving to a certain extent, it is still far below the level which should have been attained. To increase the efficiency of this work and to obtain a larger number of

enlistments during the coming week, the Motor Truck Club of America, which has undertaken the task of obtaining the 1,360 drivers required for the first forty motor-truck trains authorised by the Government, expects to greatly accelerate the recruiting of such drivers.

"The great scope of the club's task is only realised when it is considered that this small number of drivers is but a drop in the bucket to the number which will be required to transport men and materials for the first 700,000 increment of the new army. Under the ordinary method of organisation one motor-truck train is sufficient to serve the needs of a wartime regiment of 2,000 men. If 500,000 men are to be served, it will require the enrollment of 8,568 drivers, and 17,136 for an army of 1,000,000. These figures do not include the large number of trucks which will have to be used for transportation between the bases and for haulage of ammunition. It is estimated that between 35,000 and 40,000 trucks and drivers will be necessary should

the United States despatch an overseas force to Europe.

"To the end that a great amount of organisation work must be undertaken if the club is to uphold its reputation and obtain the number of drivers required, the officers and directors held aousing get-together dinner at the Hotel Martinique on last Tuesday, at which a plan to increase the membership was explained to a large number of the club members. This plan provides for a personal invitation to the owners of the 17,000 motor trucks in New York City to take up a share of this most important work."

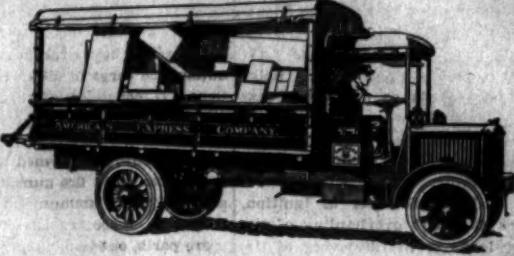
The uptown enlistment office for the Motor Reserve Corps is in the salesroom of the United States Rubber Company, at 1790 Broadway, where full information will be given and applicants examined.

How Auto Trade Has Grown In U.S. Since '08

For the 12-month periods ending June 30 each year following are the figures for motor car imports into the United States since 1908 for pleasure car and commercial vehicles combined:

Year	No.	Value
1908	1,045	\$2,500,124
1909	1,624	2,905,391
1910	1,743	2,851,446
1911	2,888	1,895,842

FEDERAL L



Quality and Reliability

These are important words in trade today. They should be considered first of all when selecting a motor lorry. FEDERALS combine BOTH, and FEDERAL engineers have neglected no detail in building them into their product.

Materials and workmanship are the best that money and science can provide.

No motor truck is built better than the FEDERAL.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

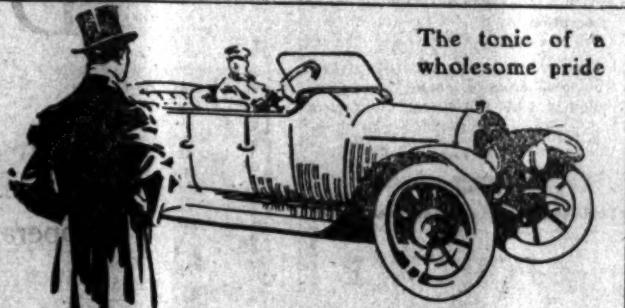
FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN
U. S. A.

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is run from one battery and controlled by the touch of a switch. A perfect finish of every particular is characteristic of a C.A.V. set, and gives just that touch of distinction which is indispensable to the owner who takes a genuine interest in the perfect appointment of his Car.

THE ONE SYSTEM WHICH IS SIMPLY PERFECT BECAUSE IT IS PERFECTLY SIMPLE

Completes Light Car Lighting Set £22.15.0.
F.O.B. London. Write for special brochure.

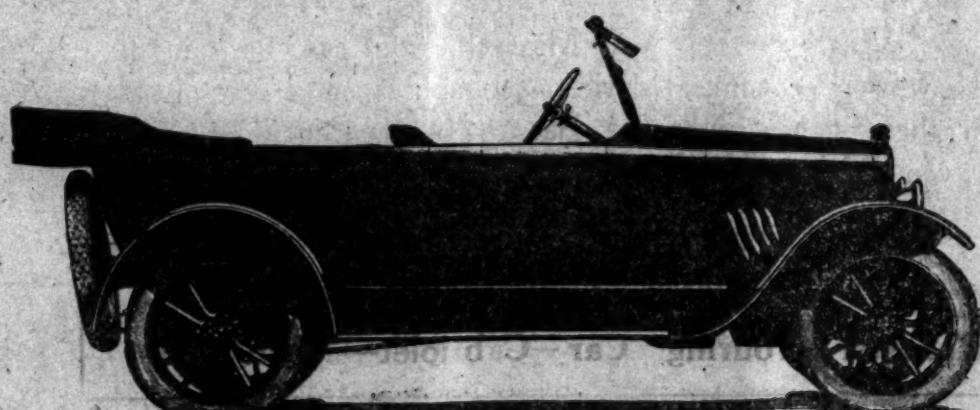
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EASY RIDING

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Ask for the Price and Ask for a Ride

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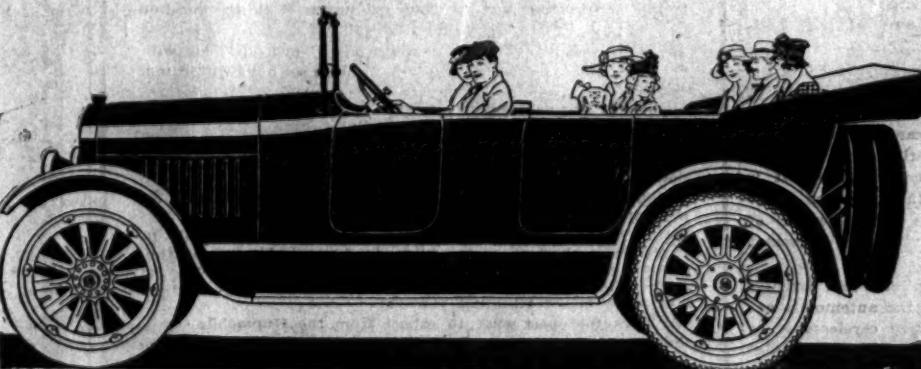
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EIGHT

BEAUTY — CONVENIENCE — COMFORT

STYLE — DASH



Exchange Up — Prices Down

Book your order now and take advantage of exchange

ASK TO SEE THE DEMONSTRATOR AND HAVE A RIDE IN THE CAR

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38 Canton Road.

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The Valve Set

"One seldom realises the importance of correct adjustment of the valve lifters," says Wm. H. Stewart, Jr., President of The Stewart Automobile School. "Yet the best engine in the world will lose power if these are not properly set."

"Since they are usually difficult to reach, dirty to handle, and do not force themselves on the driver's attention, they are neglected until the trouble becomes really serious."

"Of course if they become noisy the knocking is so noticeable that the owner is forced to make adjustments immediately. But ordinarily these parts receive scant attention and so the loss of power is attributed to either carburetor or ignition, until a thorough overhauling of the motor leads to the discovery of the real trouble."

"As aforementioned, they may become noisy, due to the fact that the space becomes too wide. As they rise they give a hammer blow to the valve stems, causing knock which may readily be heard. By stopping the motor, removing the valve cover plates and shaking them up and down the ones out of adjustment may readily be located."

"Sometimes several are at fault, so, while about it, set all of them. Examine the adjustment carefully to understand it, for much damage may be caused by twisting the wrong nut. One is the locking nut, which must be loosened first. The adjustment nut is then set to the right distance and the locking nut fastened."

"The opening should approximate one sixty-fourth inch for exhaust valves, and three one-thousandths inch for inlet valves. Use an ordinary business card as a gage for the exhaust valve clearance. If possible to have a card the right thickness it is best to do so. This can be readily measured with a micrometer. A piece of notepaper is about right for inlet valve clearance. It will be found difficult to adjust the space correctly unless the following directions are followed: Place the desired gage in space and screw adjusting nut until it touches. Now unscrew it either one-sixth or one-fourth turn. Then lock the nut that holds it in place. Try the gage and see if it has just a slight friction."

"The reason for unscrewing the adjusting nut is that the locking-nut pushes it up and so throws the adjustment out of true. If the clearance becomes too great the valves open late and close early."

"Since they should move exactly as the designer intended, it is evident that the engine will lose power if both ends of a stroke are cut off. If the clearance is too small the engine will lose compression and with it a great deal of power. This is due to the fact that as the engine heats up the valve stems lengthen."

"As they grow longer they use up the space between valve stem and valve lifter. If the space is too small the valve stem rests on valve lifter. As it lengthens it lifts off its seat in the cylinder, opening the valve and so losing the compression."

"It will be evident from this that valve clearance is one of the important things about a motor and one that should be borne in mind and inspected whenever one looks for cause of lost power."

Rules Of The Road
By Goodrich Co.

The 1917 edition of "Rules of the Road," which treats exhaustively of the commonly accepted highway rules for motor car drivers, has been put into circulation by The B. F. Goodrich Rubber Company. It is dedicated to the interest of the American motorist in the prevention of accidents and to the cause of greater tire mileage.

The booklet declares that seventy-five per cent of the automobile accidents are due to carelessness or failure to observe the simple rules of the road. "If everybody observed city ordinances, accident liability would be reduced," it says among other things.

"Children have not discretion of adults and should be watched with utmost care," advises the booklet in warning motorists to sound the horn repeatedly and have the car under perfect control when approaching children at play upon the sidewalks.

The new publication calls to the special attention of motorists the fact that they are welcome to the free service of the Goodrich National Touring Bureau regardless of the make of car or tires.

Much valuable information concerning the care and repair of tires is also to be found in the pages of this interesting work. "Rules of the Road" may be had for the asking at any dealer's stocked with Goodrich Tires, or at any of the company's branches.

King Sets Fashion In Armored Cars

An interesting indication of the great value of the automobile for army purposes is furnished by Capt. Frank E. Evans, U. S. Marine Corps, retired, in his report of the Government test of armored motor cars. This report has just appeared in the *Marine Corps Gazette*.

Referring to the use of such cars, abroad, Capt. Evans says:

"Belgium, at the outbreak of the war, had doubtless the best organised automobile corps of all such organisations. It consisted of three armored passenger automobiles (for officers, reconnaissance purposes, &c.), ten armored cars, each armed with two 40 centimeter rapid fire guns, two freight auto trucks for ammunition one workshop auto, three trucks for tools and spare parts, one ambulance, 100 bicycle riders and fifty motorcycle riders. The cars were only partially armored and therefore comparatively light and mobile."

"Russia, Italy, Germany and Austria-Hungary are also using this weapon to a greater or lesser extent. Experience seems to indicate that machines weighing over three tons are not suitable owing to their small mobility. A speed of fifty kilometers per hour is considered necessary, also steering apparatus at both ends so as to avoid turning around, and two speeds for backing instead of one."

"When Congress at its recent session authorised the purchase of two armored cars for the Marine Corps at a cost not to exceed \$10,000 for each

complete car, the headquarters of the corps had already begun its search for the armored car designed for use in expeditionary service. The board first made a preliminary survey of the cars available for its test. Happily, such a car had proved its worth in the European war and Capt. Waldo A. Ross, who had seen service in the British forces, had taken up with the Armored Motor Car Company of Detroit, Mich., the idea of introducing such a car into the American service. Capt. Ross had suffered permanent disability while attached to the Royal Flying Corps and arrived in Detroit to look over the field for a motor car chassis that would be capable of development into a light armored car. He had been attracted to the King car of that automobile center, by virtue of the satisfactory weight of its chassis and its eight cylinder motive power."

"Under his supervision, a car of this type and make was built and driven overland to Washington and tested at Fort Myer by the Army Ordnance Board. These tests attracted immediate interest, and, in addition to prominent Government officials, certain attaches of foreign embassies and legations, watched the new armored car in its work on the military reservation."

"In the road and field tests held by the board, the car experienced no trouble in crossing sand, hub deep, ploughed fields and ditches and took a thirty degree hill 200 yards long. While travelling along a stretch of

road at the speed of forty-five miles per hour it was necessary to turn the car sharply off the road to avoid hitting an innocent bystander. The car turned over completely two and one half times before stopping and a half hour later was speeding down the road under its own power. The crew, equipped with head guard and pads, suffered nothing more serious than the acrobatic stunt imposed by the somersaulting car."

recommended to take either the Lewis, Vickers or Benet gun. The Lewis gun was unobtainable and the Benet automatic rifle was mounted in the turret from the ball and socket joint and the gun fired, after a run to Atlantic City. The gunner, suspended by a seat on a universal joint, had no difficulty in operating his weapon, manipulating the half clips with ease. The tests showed that no difficulty would be en-

JITNEY VS. TRAM

From a profit of more than \$200,000 a year, a report filed with the country clerk of Dallas, Tex., shows that the three street railways operating there have on the second year operated at a loss a result of the jitney bus. The first year's loss was not inconsiderable, but the second year's statement shows a total loss of \$235,719.90. Needless to state, the railways are protesting against the continuance of the jitney bus as a public carrier in Dallas.

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French, British and American makes.
TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.

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Everywhere Hupmobile dealers are offering the evidence of Hupmobile performance to help motor car buyers settle the question of which automobile to buy

If you ask the dealer to demonstrate "pick-up" he will send the car from a stand to 25 miles an hour within ten seconds. Or he will slow the speed to 5 miles an hour on high and then accelerate to 50—smoothly and silently. If you want high gear hill-climbing demonstrated, say so; for if the Hupmobile excels in any one of its virtues, it is pulling power on high gear.

Lacking a hill, ask to have the car pull through deep sand or mud on high, and see how easily it is done.

Watch how beautifully it handles on high gear; how easily it steers, what short turns can be made; how nimble it is in the getaway with other cars. Yet it is a big, comfortable car.

And at slow speed or high speed or moderate speed, notice how little motor vibration you feel.

We have told you what to expect from the Hupmobile.

Now have a performance test of several cars if you want the question decided to your own satisfaction.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3½" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Carburetor and spark plug. Bearings: bronze shell bearing. Hupmobile base (119" x 75" x 48") 2 and 5-seater, 134" x 75" 7-seater. Tires: 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilation, rain visor, screen; one-piece hood; quick-acting side curtains; side curtains; door curtains; open top; top with roll, foot rest, carpet in tonneau; non-skid tyres on rear; five decompressible rim-type carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hup Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province:

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The Proof

DON'T accept claims or opinions. Every man selling an automobile will tell you his car can be run at low cost.

He'll tell you this because he knows, and you know, that gasoline, oil and tyres are costing more and more all the time. He knows, and you should know, that the operating cost of any automobile during five years' time is worth your careful consideration.

We don't give you any guess work. We tell you what we know. We state the facts and figures—proved and verified figures. Here they are:

Maxwell World's Non-Stop Record Facts.

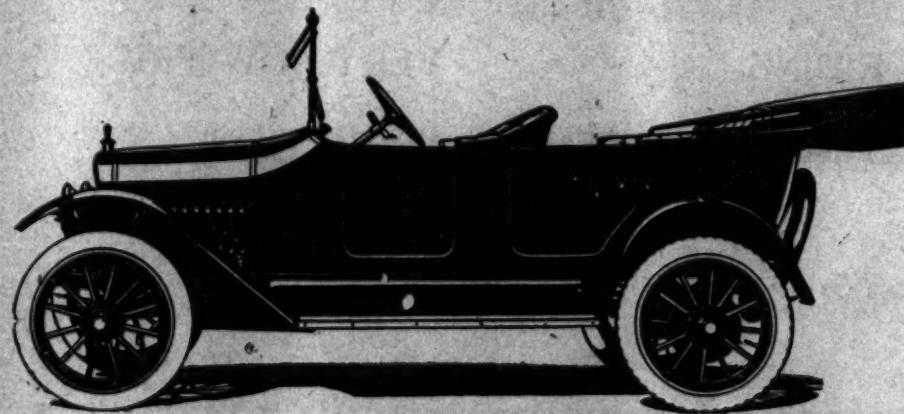
Miles without a motor stop	22,053
Average Miles per day (44 days)	500.6
Miles per gallon of gasoline	21.88
Miles per gallon of oil	400
Average Miles per tyre	9,871

Most Maxwell owners get even better results than these, but we are just giving the actual figures set when the Maxwell stock touring-car broke the World's Motor Non-Stop Record.

When you get your Maxwell, you can be sure it will give you economical service—probably far more economical than these figures indicate. But to be sure that you can get your Maxwell, **ORDER NOW**.

One Chassis—Four Body Styles

Roadster—Touring Car—Cabriolet—Town Car



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The Auto—Deftly Definitive Discourse

By James Lovell in Motor Age
The automobile is an ingenious contrivance of various kinds of metal, rubber, leather and a strong odor. It is used by mankind to kill time, and sometimes hens, chickens, pigs and larger game. Men who own automobiles are sometimes compelled to give up some of their time to business, as their pets are extremely voracious and cost a good deal to support. This, however, is often a blessing in disguise, because it gives them a great zest for those pleasures the enjoyment of which constitutes real existence.

It is an interesting thing to watch a healthy automobile taking nourishment. The process is as follows: The creature is first of all directed towards what appears to be a small box that has for some years been deprived of proper feeding. The upright arrangements are usually very red, and are bounded on the sky-piece by a length of hose. This trunklike appendage is attached to the nostril of the auto, and the garage attendant coaxes it into disgorging. For this purpose he uses a series of motions with a pump handle which are a cross between reducing exercises and the conciliating bows necessary to make a good impression. When the machine has disgorged sufficiently, the attendant performs the same process upon the owner of the car, who usually becomes very red and disgorges with as much difficulty as the machine.

The only difference between the two is that the car owner has his hose attached to the groundwork of his structure, not to the sky-piece. A well-fed automobile can make more noise, raise more dust and kill more hens than any other living thing unless it is a skunk attacked from behind.

Some autos become very fond of their owners. It is said of one millionaire that when he died the only thing that wept was his automobile, which shed gasoline for days afterward. It was found later that there was a screw loose somewhere, which accounted for it.

The automobile is a useful creature and has its work in the great world.

Streets Of Denmark Barred To Autos

Some people prefer cats to automobiles as household pets. The two creatures are very much alike in many details. Both will pur when they are pleased and have two glaring eyes that shine in the night. They will also swear when you put your finger on the back of their necks, and even a dog will get out of the way. If it does not, there is usually something doing. Cats always land on their paws; an auto will often pause on the land, especially if you are in a hurry to catch a train. Autos cannot climb trees as cats can, although they will sometimes try. It is generally bad for the tree when they do.

Should an auto wish to retire from active life, this is the correct method of proceeding, as it usually falls on its back and the wheels are then easy to get at. If it falls far, the retiring may continue clear to the scrap heap.

Any man who intends to adopt an automobile needs to possess three things—money, a garage and a large smile. He goes into his pocket when it needs food or repairs, he goes into the garage to smoke and whenever he feels like it, and into debt when his money is spent. The

1916 WAR SALES

France was America's best foreign customer for motor vehicles in 1916, taking \$23,273,846 worth of our motor cars, mostly trucks for military service. Great Britain bought \$17,083,616 worth of our automobiles, while Russia came third among European nations with \$8,546,563 investment in our motor offerings. The British colonies were liberal buyers of American motor vehicles, Canada having spent \$17,083,616 worth of our automobiles, \$6,727,233 and the British East Indies \$3,359,379.

MOTOR CAR INSURANCE

Reasonable Rates

Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

C. E. SPARKE
INSURANCE OFFICE

44, Kiangse Road. Tel. No. 54
AGENT

Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

Time-Saving More Important In War Even Than In Peace

The motor vehicle and the bold and able men who have developed it from a toy into what it is today welcome the test of war. These men believe that the war is to bring out the utility of the motor vehicle, its power for elastic and manifold service to the nation, as nothing else can, and that this will be shown in the extended use of both passenger and commercial vehicles. War discards efficiency and exposes inefficiency. Slow, costly ways of doing things are singled out for a scrutiny not possible in time of peace. Time is so important. The motor vehicle is pre-eminently a time-saver. The war will bring out this fact as never before, and, it is maintained by the manufacturers, will impress itself in new demands for the motor car.

Chevrolet Record For Hill Climb

Another high gear record has been annexed for the Chevrolet.

At Portland last week a little four-cylinder Chevrolet, carrying stock equipment throughout and three passengers in addition to the driver, climbed Hill Street hill in high gear. The time was two minutes and seven seconds from a standing start at the bottom of the grade. The climb is three-quarters of a mile with the grade ranging from 19 to 22 per cent in the center of which is a narrow hairpin turn.

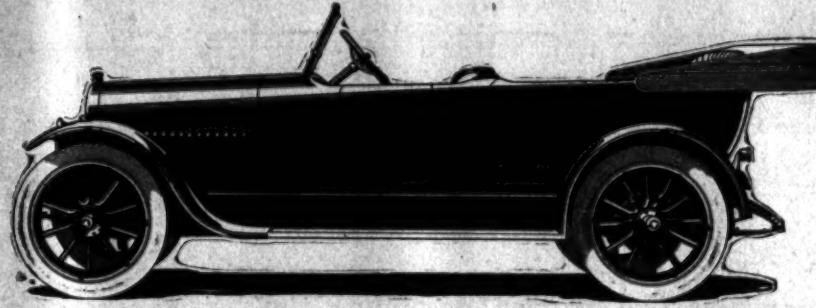
The run was officially observed by

Portland newspaper men and the Chevrolet was awarded the record of being the first car to negotiate Hill street hill on high gear.

HARKING BACK

Whatever 1917 holds for racing, we may look back on the fact that during 1916 every American speedway record from one to 250 miles, with the exception of the figures for four, 56 and 100 miles, was broken together with the 12-hour record, while the world's 24-hour mark was knocked into a cocked hat by Mulford and his Hudson. Also the transcontinental record was lowered thrice, first by the Cadillac then by the Marmon and later by the Hudson with a relay of drivers, in a remarkable double ocean to ocean run.

"Theoretically any manufacturer knows the stamina, the strength and performance ability of his cars, but I believe, in the last analysis, the owner is the proper party to interview if you really want to know what a car is regardless of the price."



The present owner of a Super-Six is always the man ahead. That is, if he cares to be. He keeps ahead without driving faster, because of his quick pick-up.

He is ruler of the road. He can do in any situation what no rival car can excel. And any friend who claims the best car must accept the Super-Six.

He has a long-lived car, as our endurance tests have shown. He has a car of great reliability, as proved in many an abusive test. He has a smooth-running car, a flexible, comfortable car.

The Super-Six in a hundred tests has proved itself the greatest car built. It holds all worth-while records for Speed—Endurance—Reliability.

You may not care for the speed it makes. You may not need its power. You will rarely, it is true, utilize half its capacity. But it is good for a motor to be always underrated.

The Luxury You Want

You will find in the Super-Six all the beauty and luxury you can ask for in any car.

Owners Can Tell Car's Real Worth

Personal Views of Car's Actual
Performance the Most Reliable
Guide in Buying

"We are firmly convinced," says a big New York distributor, "that the owner of an automobile is the only one who is justified to render any sound judgment about a car's real worth. For too long a time the advertising of the automobile dealers has hinged upon the claims of the makers, but it is very gratifying to note that this idea is being relegated to the discard, and that automobile advertising is rendering its attention on telling the prospective buyer what he really wants to know—what has really been established by the owners under actual driving conditions."

"I do not mean to infer that the average dealer or manufacturer has been untruthful in his advertising, but it has been rather an overstatement, a tendency in general to give the public personal views of a car's performance. An industry which has grown as rapidly as this one has, of course, could not establish sound, substantial merchandising intercourse through advertising at the very outset. This over-anxious desire to impress the public has often led to exaggerated claims about the merits of our respective lines."

"Theoretically any manufacturer knows the stamina, the strength and performance ability of his cars, but I believe, in the last analysis, the owner is the proper party to interview if you really want to know what a car is regardless of the price."

INDIAN Motor-Cycles

A shipment of
1917 models has arrived

SOLE AGENTS AND DISTRIBUTORS

for Shanghai and Yangtze Valley.

THE EASTERN GARAGE.

Telephone 1159.

4 Soochow Road.

You find grace and harmony in every part.

No small part of the wonderful demand for the Super-Six is due to its dominating distinctiveness. Many critical buyers selected it because of its charm of appearance rather than for its admitted mechanical superiority.

So—to wonderful performance you add exceptional beauty. To power and flexibility you add pride of ownership that comes with the possession of a car of such high repute.

Ask the Proud Owners

Ask the owners—There are 25,000 now. Most of them old-time motorists. They know how cars compare.

Ask them if they would go back to a car with a lesser motor in it.

If not, follow their example. When you buy a fine car—a car to keep—get this top place motor in it. Otherwise the time will soon come when you'll wish to make a change. Let us prove these facts to you.

A New Shipment Has Just Arrived

SOLE AGENTS:

MARKT & CO., (Shanghai), LTD.

89-91 Rue Montauban

Phone 322

THE PROPER DRIVING OF THE TWIN-SIX CAR

Valuable Hints In The Handling
Of The Extra-Cylinder Motor
By Packard Expert

Principles of proper handling for the twin-six car are outlined by Alvan Macauley in the April number of The Packard.

"The introduction of the Twin Six motor made possible a new method of driving which is very pleasing and highly desirable," he says.

"Most drivers of high-grade cars originally learned to drive four or six-cylinder cars, in which it was necessary to show down in traffic, for example, to throw out the clutch simultaneously with applying the foot brake. Throwing out the clutch, or de-clutching, as it is called, was necessary to avoid stalling the motor. It was always an embarrassment, to say the least."

"The frequent explosion impulses of the Twin-Six motor make it entirely practicable and highly pleasing to almost eliminate de-clutching, except where the driver wishes to bring the car to a full stop. At other times the driver should simply apply the foot brake without de-clutching. The driver should not touch his foot to the clutch except when he wants to come to a full stop, and should even then de-clutch only when the car has almost come to a stop."

Motor Acts As Brake

"If the car is being driven at any speed above five miles an hour, and the driver wants to slow down, his first act is to take his right foot off the accelerator, whereupon the motor immediately begins to slow down, exerting a braking tendency."

"You will find, for example, if you try it, that from any given starting point to make a full stop, the car will come to a stop much quicker if the clutch is left in engagement than if de-clutched. Therefore, to prevent the motor stalling, the clutch should be left in engagement until, under the influence of the brake, the car has slowed down to three or four miles an hour. Then if a stop is desired, throw out the clutch, and the car will stop with the motor turning over slowly and quietly."

"The best drivers de-clutch probably ten times oftener than is necessary with the Twin-Six motor. Try the new method suggested here, or insist upon your chauffeur trying it, and you will be delighted to find how much more smoothly and easily the car will be driven."

"Don't allow your driver to keep his left foot on or against the clutch pedal. Encourage him to keep it comfortably on the floor board, except at the instant of coming to a full stop, when the car, moving at a small's pace only, and while the foot brake is in operation, should be allowed to stop completely through disengaging the engine from the propeller shaft, by de-clutching. Chauffeurs have so long been accustomed to the old method of driving that it will require some little encouragement on your part to change their methods; but the added smoothness and comfort of driving, the entire absence of motor noise, and the much longer life of the clutch will amply reward you for your pains."

**Roads Damaged
More By Horse
Than Auto Truck**

In enacting some drastic legislation covering the use of motor trucks the province of Quebec in Canada has alleged that motor trucks seriously damage the roads, says the Power Wagon. Regarding the question of solid rubber versus steel tires an interesting letter from the engineer of Westmount, a town just outside Montreal, was read. The writer said:

"On sheet asphalt pavement there is very little choice between solid rubber or steel tires, except that rubber tires would prevent excessive loads being carried as the rubber would be damaged before the asphalt; the expense would therefore be borne by the individual and not the public."

"On artificial block pavements or on bituminous macadam and water-bound macadam roads the comparison would be greatly in favor of solid rubber tires as steel tires splinter the blocks in block pavements and crush the stones in macadam roads with bituminous carpet surface. The damage by calks on horses fact at this season of the year is enormous as they dig the bituminous surface completely off the road."

"Comparing mechanically-driven vehicles on solid steel tires, I would say that steel tires should be prohibited or heavily penalized. Comparing solid rubber tires with pneumatic tires, there is very little choice. The comparison should be in favor of pneumatic tires, but as a large number of vehicle owners do not inflate and maintain the tires at their full pressure, and as vehicles which are equipped with pneumatic tires usually travel at a higher rate of speed, the comparison is again in favor of the solid tires."

FOR GOOD ROADS

More than \$300,000,000 was spent on highway construction and maintenance in the United States in 1916. Of this amount 16 southern states spent approximately \$52,000,000. The state of California has voted \$15,000,000 to be spent in perfecting the state highway system and not a single county failed to give the empowering measure a majority. Ohio is talking of a \$50,000,000 highway bond issue and the state of Illinois will put to its voters at the next election, the question of issuing \$60,000,000 in highway bonds, the interest and retiring fund for which is to be provided for by an increase of about 100 per cent in the motor vehicle registration fees. A quaint idea this: building a highway system which shall benefit every one of the state's 9,000,000 people and compelling one limited class, comprising somewhat over 200,000 persons, to foot the whole bill.

What Shakespeare Said About Motors

"I will remedy this gear ere long."—Henry VI, Part II.
"The dust hath blinded them."—Henry VI, Part II.
"I like the new tire."—Much Ado About Nothing.
"As horns are odious, they are necessary."—As You Like It.
"I show thee the best springs."—The Temept.

"As one would set up a top."—Coriolanus.

"Marks upon his battered shield."—Titus Andronicus.

"Had it been all the worth of his car."—Cymbeline.

"And you, sir, for this chain arrested me."—Comedy of Errors.

"Humblemen may drive unto a fine."—Merchant of Venice.

"How quickly should you speed?"—Hamlet.

"Our lamp is spent, it's out."—Antony and Cleopatra.

"An't please you, deliver."—Coriolanus.

U. S. Auto Exports Gain \$13,000,000

Automobile exports reached a total in 1916 of \$138,289,514, an increase of nearly \$12,000,000 over 1915, according to the national automobile chamber of commerce.

There was a decrease in exports of trucks from 22,094, valued at \$59,829,308, in

1915, to 18,902, valued at \$52,870,

774, in 1916. But the shipments of

passenger cars to foreign countries increased from 41,864, worth

\$35,045,000, in 1915, to 61,947, worth

\$42,275,087, last year.

In addition there were exported in

1916 automobile parts to the value of \$24,001,064, tires worth \$15,311,

942, and automobile engines to the value of \$2,450,650. France was the largest buyer of our motor vehicles last year, to the value of \$23,279,846, mostly trucks.

Hudson Super Six In Demonstration As Economical Car

Winner of Competition Gets
Average of 32½ Miles Per
Gallon Of Gasoline

"There is no let up in the demand for Hudson cars, and over weeks our sales show an increase over last season," says Harry Hount, president of the Hudson Motor Car Company of New York.

"Not only is the motor in our Hudson Super-Six car the most efficient power plant ever installed by the Hudson Company, but the special radiator shutter incorporated in this season's car is a wonderful gasoline saver, and the car is probably the most economical six-cylinder car on the market."

"A few weeks ago out on the Coast our San Francisco dealer offered prizes for an economy contest, open to Hudson owners, when some remarkable records were made."

"The first five cars in this contest were equipped with the shutter attachment, and averaged 28½ miles to a gallon of gasoline. The contest was held for Super-Six owners, and seventeen entrants averaged 17½ miles to a gallon of gasoline. It was run from San Francisco to San Jose and return, a distance of 106 miles."

"S. Oliva won the event with an average of 32½ miles a gallon. This remarkable performance, however, exceeds any claims we can fairly make for normal Super-Six performance."

"In this contest the cars were checked in and out, and the gasoline tanks were sealed under the supervision of newspaper men. The trophy cup of silver, twenty-two inches in height, was awarded to Mr. Oliva at an informal dinner given to the ninety-three participants in the contest."

ON THE FARM

More than 34,000 farm tractors will be used during the coming season, according to the United States Department of Agriculture, which has obtained its data through letters sent to 32,000 selected correspondents.

Makers Deliver Many Cars Over The Road

More than 900 Chalmers cars in fleets of ten, and with each squad of drivers in charge of a captain, are being driven from the Chalmers factory in Detroit to destinations or to shipping points of vantage in an effort to beat the freight tie-up. The plan originated with E. C. Morse, Vice-President and General Manager of the Chalmers Motor Company. It is being employed because of inadequate storage facilities

in Detroit pending an easing up of the freight car congestion, and because of the fact that Mr. Morse is leaving no stone unturned in his endeavor to deliver automobiles to dealers according to schedule. In view of the steady production of Chalmers cars at the record rate of 30,000 for this year, it is necessary to keep the cars moving from the factory as fast as they are manufactured. In addition to this, there is the demand for cars immediately from dealers, growing heavier and more insistent each day, as is the custom at this time of year.

Kaiser's Car Sells For \$35,000 to Dane

According to advices from London a motor car which was built in Germany for the personal use of Emperor William and which had been sent to London just before the war to be fitted with an English body has just been sold for \$35,000 to a Danish ship owner. The car has been in the hands of the body finishers ever since it was finished and was ordered sold by the courts to satisfy their charges. It is called

by English experts the most luxurious motor car ever built, and the price paid for it at auction is believed to be a record for a car for personal use.

WATCH THE KING BOLT

Keep a watchful eye on the king bolt in the steering knuckle. If it wears through the axle will drop and a severe accident may follow. If a knuckle through which it passes seizes out of true the bolt is wearing and becoming weaker. Keep it well greased through the grease cup on top and you will delay this danger almost indefinitely.

STEARNS-KNIGHT

(SLEEVE VALVE TYPE)

THE IDEAL FAMILY CAR FOR SHANGHAI

SMALLEST UPKEEP EXPENSES

LEAST DEPRECIATION

After 50,000 miles' service, a Stearns-Knight engine is as good as new.

NO CARBON TROUBLES

CARBON BENEFITS IT!

In all other cars, carbon causes four-fifths of all carburetor and ignition troubles, and necessitates frequent expensive valve adjustments and grindings.

POINTS

RELATING TO LOW UPKEEP:

No leaky valves

No valve grinding

No valve adjusting

No carbon trouble

80% less carburetor and ignition trouble

For Inspection and Trial Trips, please apply to

THE SHANGHAI HORSE BAZAAR
AND MOTOR CO., LTD.

Sole Agents

GARAGE TELEPHONE NO. WEST 1213.

True Motoring Economy

There is integrity of value in every one of the Willys-Overland motor cars—the most comprehensive range of models ever manufactured by any one producer.

For most families we believe the Light Four-cylinder Overland represents just the right combination of the practical with the luxurious, to result in lasting satisfaction.

But the car in the Willys-Overland range of models best suited to your needs and your means is the car for you to buy with an eye to true economy.

Let us advise and help you in your selection. Call or write.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland

Light Six-Cylinder Overland

3-Passenger Touring Car
3-Passenger Roadster
3-Passenger Towing Coupe
3-Passenger Towing Sedan

Willys-Knight Models

7-Passenger, Four-Cylinder
Touring Car
4-Passenger, Four-Cylinder
Touring Car
3-Passenger, Four-Cylinder
Touring Sedan
3-Passenger, Four-Cylinder
Touring Coupe
3-Passenger, Four-Cylinder
Touring Sedan

Light Four-Cylinder Overland

3-Passenger Towing Car
3-Passenger Roadster
3-Passenger Towing Coupe
3-Passenger Towing Sedan

Light Four-Cylinder Overland

3-Passenger Towing Car
3-Passenger Roadster
3-Passenger Towing Coupe
3-Passenger Towing Sedan

THE CENTRAL GARAGE CO., LTD.
SHANGHAI

2a Jinkee Road, Shanghai. Telephone No. 2661

The Willys-Overland Company, Toledo, Ohio, U.S.A.
Manufacturers of Willys-Knight and Overland Motor Cars
and Light Lorries

The Marine Engine--'ts Care

The item of cleanliness on a motor boat of any type is one that is of considerable importance, for no one can enjoy himself on a boat that is covered with oil and grease, says a prizewinner in Motor Boating. Quietness of operating machinery is dependent to a great extent upon the quality of the motor and accessories, but much can be accomplished along this line with an old-fashioned plant.

Taking up the matter of noise first, it can be said that 90 per cent of the noise comes from the motor, and the balance from the vibration of other parts of the boat. The greatest of the motor noises can be traced to the exhaust. If a good muffler, a size larger than is usually provided, is installed with as straight a run of piping as possible, the exhaust noise can be reduced to a minimum. The multi-cylinder, four-cycle machines have less exhaust noise than two-cycle engines. If all of the cooling water can be turned into the exhaust pipe the sharp bark is much reduced.

Besides the noise of the explosion we have the whirr and snap of the moving parts of the machine, and the sharp sucking noise of the air intake to the carburetor. In the more modern plants with the valves, etc., entirely inclosed, the clatter of the valves is much reduced, but a proper regulation of the adjusting nut on the top of the push rods will help greatly. The adjustment should be such that when the valve is seated and the cam at its lowest point there should only be a clearance between the bottom of the valve stem and the top of the push rod equal to the thickness of a thin calling card. All extra play in igniter parts and pump valves should also be taken up to a point just under the actual contact position. Many heavy-duty motors have automatic intake valves which cause a great deal of noise. The only way to keep this noise from the rest of the boat is to make the engine compartment

as sound-proof as possible with double bulkheads lined with a thick layer of felt.

There is often an annoying rumble from the shaft. This noise can be cut down a great deal by fitting intermediate bearings so that no unsupported part of the propeller shaft is longer than seven feet. These intermediate bearings, as well as the stern bearing and stuffing box should all be fitted with grease cups. The rattling of doors and windows can be obviated by having all doors hung on spring hinges and fastened with spring fasteners against rubber stops. Windows can be quieted with small wooden wedges, which should be fastened to the window ledge with a piece of cord or a chain to prevent loss. Also keep whatever rigging there is set up tight.

Dirt, like noise, can usually be traced to the engine. Unless the latter is of the all-enclosed type, there should be some means of preventing oil from being thrown about the cabin or cockpit. If it is practicable, cover the entire motor with a box, or at least with oil guards at the sides. Either a copper or galvanised pan should always be under the flywheel so that no bilge water can be picked up and thrown.

If the motor is installed either forward or aft of the cabin there should be a water and oil-tight bulkhead between it and the cabin to prevent any drippings from the motor mixing with the bilge water, and floating under the cabin, where it will be thrown up in the lockers when the boat rolls. This will necessitate leading a separate pipe from the far side of the water-tight bulkhead to the bilge pump, providing the latter is permanently mounted, as it always should be. Never keep tools in the same locker with oil cans. The best practice is to separate a metal-lined box for the cans. Always wipe all tools clean after use, and have several pieces of canvas to lay on the floor about the engine when taking the machine apart.

Swiss Company To Make Alcohol From Limestone

The great demand for calcium carbide and the low cost of water power in Switzerland have caused a big increase of the application of the electric furnace for the production of this commodity. The leading Swiss hydroelectric concerns as well as the Lonza (Ltd.) with its own big power stations at Gampel, Vige, Thusis, and Cherves have now finished their researches for the production of pure alcohol for industrial purposes out of calcium carbide through treatment with hydrogen and by the electrolytic decomposition of water.

As the industrial production and sale of alcohol is under Government control in Switzerland the introduction of this new industry will be a joint work of the Confederation and the Lonza (Ltd.)

In spite of the abnormally high price of coal in Switzerland the Lonza will be able to sell the spirit of second quality at \$102.68 per metric ton of 2,204.6 pounds and the pure industrial spirit at \$108.04 per metric ton. That is far less than the Swiss Confederation pays now for imported spirit on the world market. Switzerland will thus become an exporter instead of an importer of alcohol.

The installations, with about 20,000 horsepower minimum and 30,000 horsepower maximum (summer time), will produce annually 7,500 tons of alcohol at minimum and 10,000 tons at maximum. The Confederation will take from this output about 2,500 tons minimum and 3,500 tons maximum. Further, the Lonza works will pay an indemnity of \$15.44 per ton for every sale made to Swiss manufacturers, who, up to now, have imported foreign alcohol and paid import duties. The contract between the Lonza and the Government is for 20 years.

BIG SUM FOR ROADS

Funds amounting to more than \$200,000,000 have been or will be appropriated for road improvement in the United States during the coming year, according to the report made at the annual good roads congress.

Insure Your Motor-Car



with the

Java Sea and Fire Insurance Company

8b Kiang Road: Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

Save 25% on Gasolene, with SILVERTOWN CORD TYRES

Most flexible of all tyres: least traction-wave resistance; most resilience.

BECAUSE—

There are only two layers of cords in any size of Silvertown Tyre.

This, as against 5-7 layers in all Fabric Tyres, and all Thread (so-called "Cord") Tyres.

It is friction and heat (between layers) that wear out tyres internally.

Therefore, when you reduce that friction heat to but one friction-centre (between 2 layers only) instead of 4-6 friction centres (between 5-7 layers), you reduce those tyre-destroying influences to about one-fourth or one-sixth.

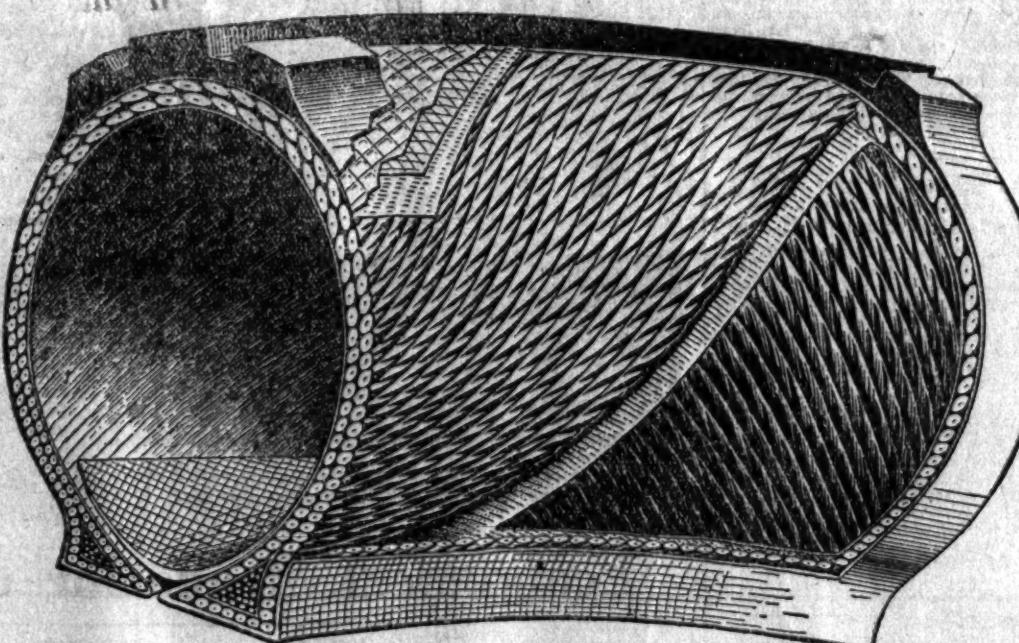
This two-layer feature is feasible, however, in no other tyres than those of the strongly-patented SILVERTOWN CORD CONSTRUCTION, in which each single cord is stout enough, and strong enough, to lift a man's weight.

BECAUSE—

No other tyre construction would "stand up" under the tremendous strains of load and speed—with less than the usual 5-7 layers of fabric or thread.

The extreme resilience and flexibility which result from the use of two layers of giant cords only, gives you, in Silvertown Tyres:—

MORE MILEAGE PER GALLON OF GASOLENE—MORE SPEED FROM SAME CAR—MORE COMFORT IN RIDING—AS ACTUAL TEST WILL PROVE



SILVERTOWN—

GOODRICH CORD TYRES

"Silvertowns make all cars high-grade"

DISTRIBUTORS:

The Central Garage Co., Ltd.

2a Jinkee Road, Shanghai.

Telephone No. 2661

Health, Beauty and the Household

MY SECRETS OF BEAUTY

By Mme. Lina Cavalieri
The Most Famous Living Beauty.

CAN you recommend a good exercise to reduce my waist line?—K. H.

I know of nothing better than this: Place the hands upon the hips. Bend the trunk forward. Stretch the arms down until the finger tips touch the floor. Replace the hands upon the hips and bend the trunk. Four times will be sufficient for this movement. Be sure to breathe out as the trunk goes down, in, as it comes up, and never permit yourself to do the entire movement upon one breath.

IHAVE distressing and ugly hollows in my neck, while my bust appears as flat and shapeless as an old broomstick. How can I develop them?—L. S. T.

The best tissue builders I know of are cocoa butter and olive oil. There is really no need of your being so thin. Rub either or both of these ingredients into the flesh of your neck and bosom every night before you retire. This does not mean only for a week or two. Six months is more nearly the time it may require, for, remember, your neck has been thin for years, probably. You cannot expect to make such a complete change in a short time. I do not care to recommend any more severe measures, because they might do you more harm than good. A gentle massage is always an excellent stimulant, but never try to do it without first rubbing cold cream, cocoa butter or olive oil on the fingers.

The Doctor Says

By Brice Belden, M.D.

The Well-Known Physician and Writer.

MY mother died of cancer, and also my father's father. Would I be more likely to contract this disease than most people?—B. D.

According to the latest statistics of six large life insurance companies, compiled by an expert actuary for the American Society for the Control of Cancer, you are no more likely to contract cancer than any other person, insofar as the family record which you cite is concerned. That is, these statistics show that if one or even both of an individual's parents have died of cancer, that individual is no more likely than anyone else to die of the same disease. It begins to look as though cancer were not hereditary at all, contrary to ancient belief.

IAM a heavy eater and getting stouter all the time, but never feel very well. What do you think may be the trouble?—P. S. M.

If you overtake a furnace and then shake it too little, the furnace will perform its functions badly. People overeat, neglect exercise and get clogged with fuel and ashes and poisons, and then wonder at their indisposition. They not only generate poisons in this way, but they add alcohol and other poisons. It is no wonder that there is such an enormous amount of morbidity. Take the over-nourished woman around the "dangerous age." She carries, say, forty pounds excess "baggage." Her heart has to pump the blood through this extra expanse of "territory," a strain which nature never planned for. She is nervous and tires readily. She has "rheumatism" and "neuritis." She goes to seed rapidly and ends up with nephritis, or after a long precancerous stage malignant disease caps the degenerative process. All unnecessary; all preventable.

ISUFFER much from headache. I notice it most in the morning. I get up with it, but it passes away in one or two hours. What could cause such a headache?—M. P.

The possible causes of such a headache may be listed as follows: Disease of the kidneys, indigestion, constipation, bad air, eyestrain, dental disease, lead and alcohol poisoning, disease of the nasal sinuses (accessory chambers communicating with the nasal passages), tumor of the brain, anemia, malaria and poisoning by coffee and tobacco. If you cannot definitely relate your trouble to any of these common causes yours is a case for special study and diagnosis. It would be very inadvisable to resort to remedies to merely lull or suppress the aching without ascertaining the cause.

IS gout now believed to be hereditary?—G. H.

The latest view is that gout is an acquired habit of body, due to excessive and incorrect eating. Without such eating there can be no gout, says a noted French authority—Fernet. A person disposed to gout has great food tolerance, and can overeat for years without apparent injury, but finally, particularly where there is lack of exercise, gout supervenes. It is not gout itself that is hereditary, but the tendency toward overeating. Fernet believes that gout may be removed by a long course of correct eating with appropriate exercise.

THE edges of my eyelids get red and crusty all the time. What would you advise for this condition?—N. O. C.

The condition which you describe is called blepharitis. It is often due to eyestrain. Go to an oculist and have your eyesight tested. Remove the crusts by bathing them with a warm solution of bicarbonate of soda in the strength of one teaspoonful to a quarter of a pint of water (half a tumblerful). Night and morning the edges of the lids should be smeared over with an ointment consisting of:

Yellow Oxide of Mercury..... 4 grains

White Vaseline..... 1 ounce

In this condition the general health may be a little below par and there may be more or less anemia. It would be well to take some iron in the form of one-grain Bland pills. Take two of these pills after each meal.

GOOD TO EAT--

Clams, Club Style.

WASH and dry the clams between towels. Dip in batter and fry in deep fat. Take out and drain on brown paper. To make the batter, mix one-half teaspoonful of salt and a few grains of cayenne. Add slowly two-thirds of a cupful of milk, stirring constantly. Then fold in two well-beaten eggs. Make a thickened cream sauce seasoned well with salt, cayenne and celery salt. Dip some slices of toast in this sauce, place the fried clams upon the toast, add a sprig or two of parsley and serve at once.

Pimento and Olive Salad.

MIX two Neufchâtel cheeses with one cupful of grated cheese, and when creamed together add six olives stoned and chopped fine and one teaspoonful of chopped pimento; season generously with salt and pepper, moisten with cream and mold into balls an inch and a quarter through. Pimientos (which are olives stuffed with pimento) can, of course, be used if more convenient, and a few drops of onion extract or a very little onion juice adds piquancy to the cheese balls. Take lettuce which has been in cold water and is therefore crisp, shake it dry, and arrange with it pimento cut in long half-inch strips, mix thoroughly with a French dressing, and garnish with the cheese balls.



and the Household

Making Housework Easier

By MRS. Christine Frederick

The Distinguished Authority on Household Efficiency.

MY kitchen is so hot, although I have windows on both sides. Is there any kind of ventilator I can use?—MRS. E. T.

If the house is permanent and you have a fire in the kitchen near the stove, it will be an easy matter to have a ventilator put in to the fire above the stove, which will carry off the heat and odor. If this is not possible, have your plumber insert in the wall near the ceiling a hot water register, such as is used in connection with a hot water furnace, and which costs about 75 cents. This will carry off a certain amount of foul air. Or an electric fan may be used with excellent results.

IHAVE a friend who uses glass baking dishes. Will they really not break? Can you tell me about them?—MRS. W. A.

The new glass baking dishes are practical as well as novel. They are made of especially heavy, clear glass, which resists high temperatures. They are excellent for all scallops or baked dishes in the oven, and are efficient because they permit the serving and cooking of food in the same dish. They are also much easier to wash because food does not stick to them as it does to clay or agate. They cost quite a bit, but one or two well-chosen shapes would be an addition to any pantry.

WHAT do you think of the method of cleaning silver in a special pan, instead of using paste or polish?—ETHEL G.

The method of laying silver into a hot solution to which salt and baking soda are added, in a specially prepared metal pan, is excellent for flat silver such as knives, forks, etc. This method cleans the silver, but does not polish it, as polish is only possible where a high friction is produced by rubbing. That is, the silver is clean and bright, but not shiny. There is now on the market a small metal disk, costing about \$1.00, which can be dropped into any agate pan and produce the same results. For silver with scroll or engraving, however, it is necessary to use a brush and some form of paste.

WHAT is an open stock pattern? I have heard the term but do not quite understand what it means.—MRS. S. H.

Open stock is the term used for that china whose patterns are kept constantly in the store and which can be replaced at any time. A "set" is the pattern of dishes which cannot be replaced except with great difficulty, from the factory direct. It is always preferable to choose a pattern of open stock, so that when cups and saucers are broken, or additional dishes are needed, they can easily be obtained. All the good china departments carry open stock.

IWANT to have my kitchen repainted this spring. What colors would you suggest? It is now a dark, dingy green.—MRS. K. T.

The color of the kitchen wall has a great deal to do with adding to the happiness of the worker. The kitchen should always be light, white, if possible, for the upper walls and ceiling—but if not that, at least light tones of blue, apple green, buff, etc. If there is a wainscoting, either simulated or real, it may be slightly darker, but the lighter the tones and the woodwork, the better. Paint of the regular oil, not the flat type, is most easily cleaned. Painted trim is always more attractive than heavily stained woodwork.

Science in the Home

By Prof. Lawrence Hodges

Head of the Citadel Laboratory of Physics.

HOW can I make an inexpensive shade for a bright light?—P. O. M.

One of the finest light diffusers is ordinary tracing cloth, which you may buy at stationery stores, or stores dealing in draughtsmen's supplies. For an electric lamp a piece of this cloth tacked around a small hoop, thus making a cylinder, and with the other end of the cylinder sewed to a wire bent into a circle, makes a very satisfactory diffuser. The writer uses several of these in his laboratory and has found them very satisfactory.

WHY are hob-nailed shoes colder than other kinds?—W. M. B.

The hob-nails are good conductors of heat and, as they project into the shoe and come very close to the foot, the heat of the body is conducted to the outside. So a person standing on cold ground and wearing such shoes gets cold feet. On the other hand, during extremely warm weather, these shoes are hot, for the nails conduct the heat from the outside in. In summer, when the temperature is less than blood heat (and it very seldom exceeds this) the shoes are cooler than other kinds. The best way to keep these shoes from functioning in this manner is to wear woolen socks and place an insole of pasteboard or some other non-conducting material inside.

DOES a piano change tune with the seasons, and if so, why?—R. H. L.

If a piano is perfectly tuned in the summer it will not be tuned to the same key, nor in exact tune, in the winter. The cold makes each string contract and thus increases the tension. The frequency of vibration of a string depends on the tension; the greater the tension, the greater the frequency. As the pitch depends upon the frequency, it can be readily seen that piano strings will have a higher pitch in winter than they had in the summer. This is compensated to some extent by the contraction of the frame holding the strings, but the compensation is not complete.

YOU MIGHT TRY--

Cigar Stubs for Rubber Plants.

CIGAR stubs, broken into small pieces and strewed on the earth around rubber plants will stimulate their growth.

Corn Starch in Sponge Cake.

IF you have trouble in making your sponge-cakes rise properly, put a little cornstarch, not more than a tablespoonful, into the flour before mixing.

Garden Hose on the Carpet.

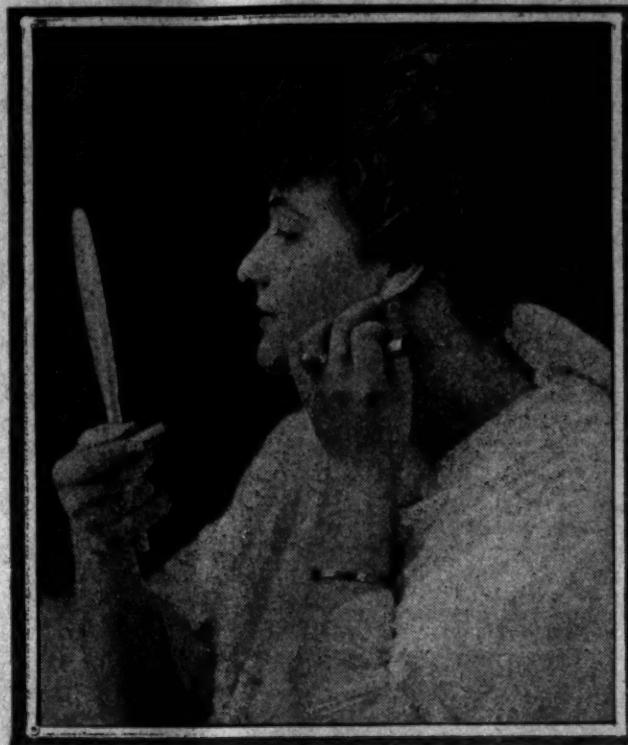
WHEN beating a carpet use a piece of garden hose instead of the usual stick or rattan beater. Its flexibility will prevent the usual wear and tear on the carpet.

Sassafras for Red Ants.

TO DRIVE away red ants saturate a cloth with a small quantity of oil of sassafras and apply to every place where they congregate.

Cheese in the Soup.

IN MAKING soup, if your stock happens to be a trifle weak, add half a teaspoonful or less of grated cheese and the flavor and strength will be greatly improved. Parmesan cheese adds a delicate flavor to almost any kind of soup.



"The ears deserve the careful attention of every woman who would be really beautiful."



"Try this exercise," says Mme. Cavalieri, "to reduce the waist line and strengthen the muscles that give grace of carriage."

Economical Menus for the Week

MONDAY	TUESDAY	WEDNESDAY
Breakfast	Breakfast	Breakfast
Apples Cereal with Milk Mushroom Omelet Fried Brook Trout Rolls Coffee	Baked Apple Sauce Cereal Sugar and Cream Beef and Potato Hash Corn Muffins Lunch	Bananas Cereal Sugar and Cream Poached Eggs Oatmeal Muffins Coffee
Cream Cheese in Cups Bar-le-Duc Currents Muffins Tea	Clam Chowder Crackers Lettuce Salad Rhubarb Pie Cocoas Dinner	Lunch Sliced Cheese and Bread Gingerbread Canned Fruit Chocolate Dinner
Lentil Soup Hot Baked Ham Spinach Timbales Macaroni in Cheese Sauce Cucumber Salad French Dressing Cheese Straws Caramel Parfait Coffee	Cream of Celery Soup Hot Boiled Tongue Spinach Timbales Cream Sauce Banana Salad Cafetiere Cheese Caramel Rice Pudding Coffee	Artichoke Soup Broiled Lamb Chops Baked Potatoes Macaroni with Tomatoes and Cheese Lettuce Salad French Dressing Cheese Straws Baked Alaska Coffee
THURSDAY	FRIDAY	SATURDAY
Breakfast	Breakfast	Breakfast
Cereal with Dates and Milk Eggs Scrambled, Chopped Ham Stewed Apricots Parkerhouse Rolls Coffee	Baked Apples, Thin Cream Sugar Bacon Fried Cornmeal Muffins Honey Teas Lunch	Bananas Cereal with Cream Bacon and Eggs Cocoa Dinner
Creamed Salt Codfish Baked Potatoes Buttered Toast Dates and Figs Tea	Mock Bisque Soup Shrimp Salad Graham Bread and Butter Hot Cornstarch Pudding Chocolate Sauce Coffee	Succotash Ryemeal Muffins India Relish Apple Pie Half Cup Coffee Dinner
Clam Broth Lobster à la Newburg Chicken Timbales Spinach Potato Croquettes Cabbage and Nut Salad Cheese Fritters Sultana Roll, Strawberry Sauce Coffee	Fresh Fish Chowder, Oysters Cold Spinach, Sauce Tartare Lemon Pie Toasted Crackers Half Cup of Coffee	Roast Loin of Lamb Orange Mint Jelly Parisienne Potatoes Peas Lettuce Salad Cream Cheese, Quince Preserves Half Cup of Coffee
SUNDAY		
Breakfast		
Oranges Cereal with Cream Bacon and Eggs Cocoa		
Veal Broth with Vermicelli Galantine of Chicken Mushroom Sauce Mashed Potatoes Lettuce Salad, French Dressing Orange Charlotte Coffee		
Supper		
Creamed Oysters in Chafing Dish Parisienne Potatoes Toasted Crackers with Cheese Canned Peaches Coffee		



SHANGHAI, SUNDAY, JUNE 17, 1917

Judge Rummy's Court

Self-Defense To The Bitter End

By Tad



NEWCOMB IS TRAP CHAMPION OF U.S.

Repeats His Victory of 1913 In Title Shoot Ousting R. L. Spotts

BREAKS 191 OUT OF 200

Quaker Marksman Leads Plum By Two Targets—McMahon Is Third

New York, May 13.—Charles H. Newcomb of the Independent Gun Club of Philadelphia, winner of the amateur trapshooting championship of the United States in 1913, won his second national title at the Travers Island traps of the New York A. C. yesterday. He took the twelfth annual championship with a total of 191 out of a possible 200 targets.

Although his score did not set a new record, it was remarkably high considering the weather conditions. The 100 nimrods who competed for the title shot in a heavy wind from the east that kicked up quite a sea on Long Island Sound.

Newcomb always had the shoot well in hand. He was one down on the first string, and then ran a straight of twenty-five targets. In each of the remaining strings of the first round he lost one bird, making his total ninety-seven at the end of the first 100 targets. This total was three better than that made by any other gunner.

Beginning the second round Newcomb lost his first three targets, but finished the string with a twenty-two. Newcomb ran straight the next time at the traps for a total of 144 out of a possible 150.

In the third string of his second 100, Newcomb again took a copper, failing to kill three birds. However, he came through with another straight string of twenty-five in his final round, winning the championship by two targets from F. Plum, Atlantic City, N. J., who also represented the Independent Gun Club. Danny McMahon, New York A. C., finished third with 137, and then came W. H. Yule, also a Winged Foot marksman, with 128.

Although the Independent Gun Club won both first and second places, the Quaker City organization had difficulty in the team shoot. It just won the championship by one bird from the New York A. C. The scores were 926 to 925. The Boston A. C. finished third, and the Hartford Gun Club fourth.

The shoot created several surprises. Ralph L. Spotts, New York A. C., who won both the preliminary and the championship last Spring, fell down badly in both events this year, and in the championship yesterday had only 183 out of a possible 200 targets. H. J. Pendergast, Phoenix, N. Y., winner of the preliminary on Friday, also finished low, with a total of 181.

Mrs. Vogle, the Detroit gunner, who was expected to be well up with the leaders, fell down badly, and finished with a total of 100, one bird behind Mrs. A. G. Wilkes of San Francisco, Cal.

CHIN-CHIN

A Page From Diary of An Advertising Man

6 a.m. Boy brought tea. Sun was shining, little sparrows lifting up their souls in song. Considered possibility of retiring from business in 10 years' time.

7-7.30 a.m. Abstentions, devotions, etc. Sang in my bath.

7.30 a.m. Sky became overcast. Breakfasted. Porridge burnt, fish off-color, beefsteak leather, feathers sprouting through egg-shells, a fly in the marmalade.

8 a.m. Pessimistic about the future. Richest man five minutes late. Rain began to fall.

8.07 a.m. Arrived office. Shroffs (27) were waiting on the mat. Murdered them all; phoned contractor to remove cadavers.

8.16 a.m. Opened and perused mail. Unpleasantly worded communications to hand from 16 clients, declining to renew contracts. Rain coming down in torrents. Departed from customary practice and said a bad word or two.

9.15 a.m. Received registered letter from Browne-Jones, enclosing contract for 50,000 inches of space. Gave junior clerk a raise of salary. Wondered what make of car I should buy. Fell into reverie.

10.10 a.m. Sharebroker called and asked for more margin (stock had fallen 11 points). Asked me if I had heard that Browne-Jones had been arrested an hour before for trading with the enemy.

10.45 a.m. Large, muscular man called. Committed most unprovoked assault and concluded by saying: "That's what I'd like to do to all you blooming editors." Explained that I was not the editor, mentioned exact hour, when that gentleman would arrive and indicated his room. Man apologized and shook me warmly and said he had delighted us in all the pieces in which he has acted to bear upon the part and the result was a perfect portrayal.

10.55 a.m. Elderly boarding-house lady called. Dis-satisfied with explanation as to why she had only received 47 replies to her advertisement; scratched my face. Chided her.

10.57-11 a.m. Flies in office became unbearable; bald spot too attractive. Swatted quite a number.

11.05 a.m. Threadbare individual called. Asked for donation to Society for the Amelioration of Indigo Hot-Cross-Bun Makers. Murdered him and phoned contractor.

11.07 a.m. Called No. 1 boy and gave an order.

11.08 a.m. Signed the chit.

11.15-11.50 a.m. Interviewed indignant advertisers. Disposed of them in the usual manner. Felt fatigued.

11.51 a.m. Decided that the advertising profession held out no hopes of retirement with a competency.

11.52 a.m. Wrote resignation to directors.

11.55 a.m. Wired to Peking, applying for advisory position in the Presidential entourage.

12.00 a.m. Woke up and found tea was getting cold.

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Our Very Own Language

A local contemporary, in its Friday's issue, says: "They will be remembered in the tongue of all European, American, Asiatic, and African languages."

"Well, well, friends! How about the Fourth of July? Looks as if there might be an opportunity for some of our bright youths to act as interpreters of the 'American language' at the Consular Reception on that great and glorious day. Otherwise we may see a sort of Whampoo Tower of Babel."

THE JOSS MAN.

INTER-COLLEGE WATER SPORTS AT HANGCHOW

Christian College Is Best At Swimming; Government Boys Win Rowing

A fine, successful inter-scholastic water-sports meet between the Hangchow Christian College and the Hangchow Government School was held on the river in front of the former institution on Friday.

The events were swimming races and a rowing contest. The swimming events were won by the students from the Christian College, while the rowing race was won by the Government School team, after a great display of courage in the last 20 yards of the course.

The success of the day and the sportsmanship of the teams is a credit to the American athletic directors at both of these institutions and they are to be congratulated.

SCOT ATHLETES KILLED

Men Noted in Many Branches of Sports Stain in Action

New York, May 13.—Many of Scotland's greatest athletes have been wounded or killed in the war during the last two months. Captain Daniel G. Campbell, a noted all-around athlete of Edinburgh University, met his death in the British offensive on April 9. Campbell was a crack high jumper, having won the Scottish championship as his specialty for four successive years beginning in 1910. G. B. Henderson, reported as severely wounded, was a member of the King's Own Scottish Borderers and was generally rated as the foremost amateur sprinter in Scotland. Captain J. Martin, who was killed in action on April 28, was one of the best rugby forwards Scotland ever produced. P. G. Jenkins of the Scottish Highlanders who was killed on April 9, was an expert golfer. He played in the Irish open championships in 1912, and was runner-up to Gordon Lockhart, losing the final match by the narrowest of margins.

Captain G. L. Jackson, who fell in action on April 9, was a renowned cricketer, winning many contests for Oxford, which institution he attended, during 1913 and 1914. He enlisted at the outbreak of the war, and has been at the front practically ever since.

DOG SLEDGE TO AIRPLANE

Hartman, Hero of Recent Race, To Join Aviation Corps

Chicago, May 3.—Fred S. Hartman, hero of the dog race from Winnipeg to St. Paul last February, reported to the Central Department, U. S. A. here today as a volunteer for the army aviation corps. Competing against the picked "mushers" of the Hudson Bay district, on the verge of collapse from frost bites, wounds, and loss of sleep, and with one of his dogs dead, Hartman won the plaudits of the entire north country for the determination shown in finishing the race over the 570-mile snow-bound trail.

Mike McDermott of the Illinois A. C., holder of the National A. A. U. breast stroke swimming championship for eight years, enlisted in the navy today, while Lester White of the Hamilton Club, National A. A. U. junior swimming champion, joined the army.

'Under Cover': By The Frawley Co.

By 'Domino'

The Frawley Company drew a crowded house to the Lyceum Theater, last night, when they repeated "Under Cover." With a good story at the players' disposal and with their usual fine acting, there is no wonder that the audience was highly enthusiastic. Calls were frequent, applause loud and prolonged.

The play treats with the smuggling question and has a distinct moral.

The practice of allowing well-known people to get through the Customs with contraband goods, only to track them down and then blackmail them, is shown. That is the idea underlying the piece.

The idea is wrapped round with a story that grows both interesting and exciting as it progresses through four acts. Act 3 is the climax. The audience forgot to applaud it, held its breath, is afraid to move and, when the curtain falls, there is a sigh of relieved tension and pleasure. The final act brings out quite a novel solution and it may be said to clinch a fine play.

Mr. Homer Barton and Miss Haeger had a lot to do together and these two clever players thoroughly amused the audience with their acting. They are deservedly very popular here and I fancy that, when we have seen them in the play "Twin Beds," they will be more sought after than ever. Miss Valentine Sydney and Mr. Austin Moore were both seen to advantage in small parts.

The same play will be repeated on Monday and can be well recommended.

There was one unpleasant feature to last night's entertainment. And this was provided from the dark side of the footlights. Reference is made to a number of late-comers. The curtain at the Lyceum rises, and is generally known to rise at 9 o'clock. Yet there were people straggling into the house until as late as five minutes to 10 and, for the sake of about a dozen of these people, several hundred others were put to a good deal of annoyance. It is really a pity that such a practice can prevail.

It is with a great deal of pleasure that we have nothing but nice things to say about the playing of Mr. Reynolds Denniston in the big part of the Customs official. We have already had to speak favorably about this player's work in "The Outcast" and "Jerry," but this present part of his stands out, both in its size and in its rendering, as the best that the player has attempted locally. Mr. Denniston's work throughout was most convincing and in the fourth act, especially, he was excellent.

Mr. Frawley and Miss Annette Tyler both had nice parts as husband and wife. Frawley raised a laugh every time he opened his mouth and that is just what he was meant to do. Miss Tyler, who has done so well in strong parts, did quite well in her comedy part and only strengthened our already good opinion of her.

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He might not have been the most expert rigger in the world, although I believe that his success is testimony to the soundness of his theories along these lines. There was one thing that he could do, however, and that was to pull a boat through the water faster than any other man in the world, and he did that with such a degree of success that his time records in many events have never been equaled to this day. As a coach he may have had his superiors, as an oarsman he had none.

Without doubt Courtney was a master sculler, and his deeds as a coach at Cornell are so well known and so universally appreciated that I do not need to touch upon them. Moreover, Charlie Courtney is now and always has been one of my best friends. But the great coach of Cornell, who never in his life offered an alibi for a losing crew, would certainly support me in saying that "Hanlan of the Island" was the best sculler that we ever laid eyes on, and between us we have seen the best that any nation could produce.

Ned Hanlan Feared No Man

He feared no man and he feared no course. He rowed his contests all over the world wherever he could find a man he wanted to beat or a man who wanted to beat him. When he went to Australia to row Beach, the big Australian came up and asked permission to look at his shell. "Sure, so ahead, look it over and measure the rigging if you want to," said Hanlan. "Which way do you want to row, with or against the tide?" he was asked. "Just put me so that I'm rowing in the same direction as the other fellow. That's all I ask," and this is the spirit that Ned carried with him wherever he went.

Whatever I know of rowing I learned from Hanlan. People often say from year to year that I have changed this and changed that, or that I have swung over to a new style of rowing. Nothing of the kind. I stick to the Hanlan style and shall always stick to it, for I believe it is the best method in the world to pull a boat through the water. When I say "pull the boat through the water" I touch on one of the secrets of Hanlan's success. Many oarsmen are not so much on pulling the boat as they are on pulling the oar through the water. There is a great distinction here, and I try to impart it to all my boys.

Another great characteristic of Hanlan was his wonderful use of the sliding seat. He was not the inventor of it by any means, but he developed its virtues to the highest point and has provided a model for others to work upon. It is the commonest thing in the world to see a boat jump ahead at every stroke. This may seem to indicate power to the inexperience eye which does not notice that the shell remains practically stationary between the strokes. Ned Hanlan developed what I call the "sneak back" to the catch, and it was a pretty sight to see him manipulating his sliding seat so that the boat seemed pulled through the water by a string instead of being driven by separate strokes. By such methods as this Hanlan made sculling an art as well as a science.

Pictures Defeat of Big Trickett

Hanlan's own idea of art, as well as his gameness, was brought out one time when I pointed out a certain picture to him as the finest that I had ever seen. "Picture!" said Ned. "The greatest picture I ever came across I saw from my seat in the shell when I was rowing Trickett for the championship of the world from Putney to Mortlake. The big fellow had been chasing me for two miles, and was gradually drawing up on me. I was absolutely cooked. A hundred times I wanted to quit. I could see the wonderful play of the muscles in his back as his shell drew up on mine. Just when I thought he had me, when I thought my arms would refuse to work any more, I saw these great muscles quiver and tremble as they gave way under the strain. That was my greatest picture. It gave me courage to stick to the end, and afterward it was told how easily I won that race, just because I was not pressed at the finish."

In all the time that he was rowing between 1874 and 1884, he took part in over 350 races. It would be a hard task to tell of his victories, but it is a very easy one to tell of his defeats, for they were so few and far between. After being fouled by Elliot at Barrie in 1879 he rowed a dead heat with old Jim Riley of Saratoga, and on his refusal to row over again the race was technically awarded to Jim. In 1880 he lost out in a regatta at Washington when he got a stitch in his side. His next defeat was the beginning of his downfall, in 1884, when he made the trip to Australia and was beaten by Beach. The climate was too much for him there, and he never again reached the heights he had previously, though he did row in competition an late as 1896.

Early Start for World's Title

Ned Hanlan was born on Toronto

Island in 1855. He was 18 years old when he won his first title, the Ontario championship, on Burlington Bay. It was in 1876 at the Philadelphia Centennial, however, that he first came into his own. Here was gathered the pick of the professional scullers of this country, among whom were Fred Plaisted, Ward, Morris, Higgins, and other such men. He won decisively, astonishing the spectators by the sight of a twenty-year-old boy who weighed less than 100 pounds outsculling men who had hitherto stood in the front rank as oarsmen. His victory was supposed to carry with it the title of "Champion of the World," but of course it was no such thing.

However, the "Boy in Blue," as he was affectionately called throughout Canada, would be content with nothing less than the world's championship, and set himself to accomplish his end. In 1877 he won from Wallace Ross in the race for the Canadian championship over a five-mile course on the Kennebecasis, and beat him again later at Toronto. In 1878 he defeated Courtney at Lachine for the championship of America, and oh, how Canada was proud of that performance. The boy was coming along. He loomed up like a world-beater, but he was young and not nearly as large or husky as most of his opponents. In 1879 he rowed the famous race against Courtney at Chautauqua, where Courtney's boat was sawed in half. He beat Courtney again the following year on the Potomac, and later defeated Jim Riley once more.

Captures Crown From Trickett

Having gained all the honors that were to be gathered on this side of the ocean, he crossed over to England to do battle with Trickett, who had been enthroned as world's champion since he defeated Sadler in 1875. It was in this race from Putney to Mortlake, that he saw the famous picture, he told me about, and the championship he won there is held against all comers until he made the Australian trip in 1884 and lost to Beach.

These were great days for the rowing game. Fortunes were wagered on the races, and though many charges and countercharges of unfairness were hurled around, Ned Hanlan went through his entire career without a smirch on his character. At the time of his death The London Times said editorially that he was the straightest and greatest oarsman that ever sat in a shell. He was the idol of all Canada, for he was the first Canadian to really bring the world's supremacy in any one line to the Dominion. I know personally that he was offered \$10,000 to quit in a race for the world's championship. It was all he could do to keep from knocking down the man who made the attempt to bribe him.

It is well to remember that Hanlan fought his way to the front at the time when professional rowing was at its zenith. It was when such men as Wallace Ross, Jim Riley, Fred Plaisted, Charlie Courtney, Jake Gaudaur, Frasuer Rogers, Pat Luther, Hosmer, Teemer, Trickett, Laycock, Lee, and other such scullers were in the field that the young Canadian flashed to the front and held his position for years. In those days scullers and boatbuilders knew things that have been long since forgotten or neglected. The boys used to test their shells with split-second watches to see which boats were the fastest under given conditions. They weighed them and balanced them and rigged them and watched them more carefully than most mothers do their children. A fraction of a second meant thousands of dollars to them, and they meant to have it.

Give Way to Courtney as Coach

As far as his coaching ability goes, there is much debate on this point. However, he was working under difficulties. He did wonderful work at Columbia in 1891 and turned out a crew that was five seconds behind Cornell when Courtney's crew made the remarkable time of 18:53 1-5. It must be admitted that Charlie turned the tables on Ned when it came to coaching, for, although Hanlan defeated "the Old Man" every time he raced against him, Courtney's crews did likewise to Hanlan's crews every time they showed up on the same river.

Disregarding coaching, however, I still cling to my assertion that Ned Hanlan was not only the greatest sculler of his day, but he was also the best man that ever sat in a boat. Champion of Canada at 18, champion of America at 20, and champion of the world at 24, where can one find a record to equal it? The very men that he defeated were unanimous in their opinion of his prowess. No man ever proved to be a more popular champion than he was throughout Canada. The day he rowed Courtney at Lachine for the championship of America in 1879, the telegraph offices all over the Dominion were besieged by his compatriots seeking the tale of the race from quarter mile to quarter mile. When he won that race he was the recipient of the greatest ovation and the worst poem that national pride could produce. The verse, written

by some enthusiast, is too good to miss. It ran as follows:

For he's our boy, he is,
We're proud of our boy, we are,
He's honest and true,
So give him his due—
Hip, hip, for our boy—Hurrah!

The poem was evidently written by an oarsman. But joking aside, I am anxious to have myself on record as holding that no man has yet equaled the achievements of "Edward Hanlan of the Island" in the game of rowing. I never knew a finer oarsman. But joking aside, I am anxious to have myself on record as holding that no man has yet

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